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MOTOR**

FRIDAY, JUNE 3, 1960
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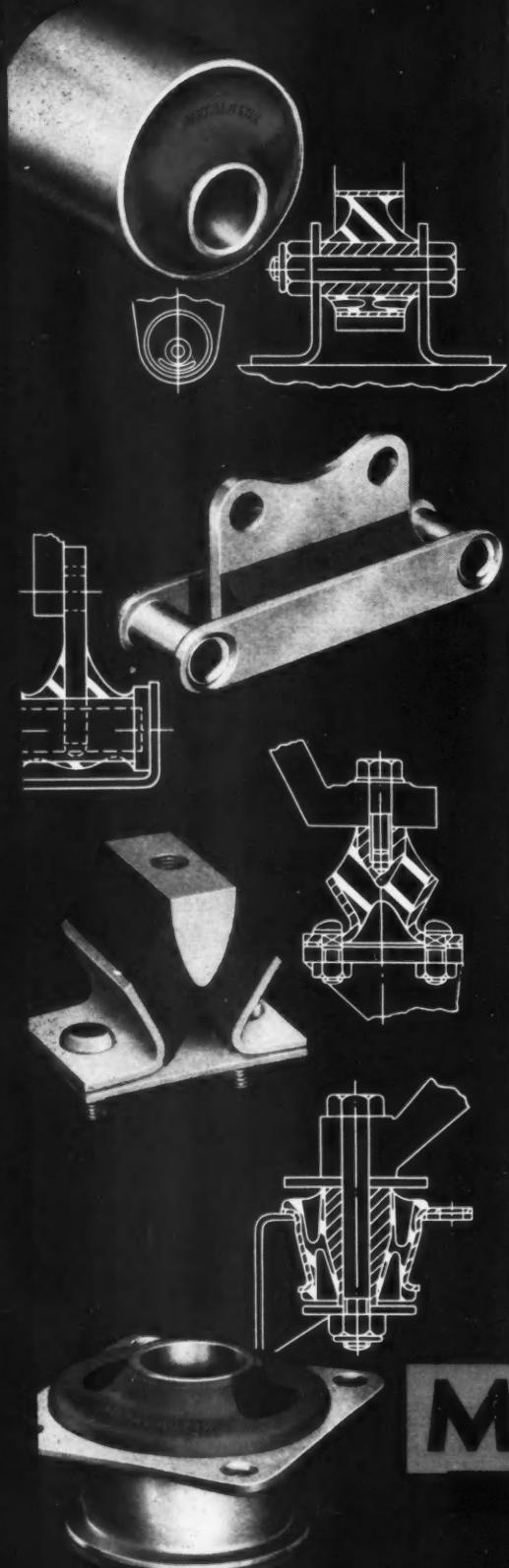
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ENGINE MOUNTINGS

June 3, 1963



As the theory of motor vehicle engine suspension developed, the need for better engine mountings became apparent. In contrast to earlier types which were no more than grommets, modern designs are capable of providing large deflections, different stiffnesses in various directions, together with integral buffering. Mountings with these properties have been made possible by improvements in rubber compounding and the rubber-to-metal weld technique which permits rubber to be used in the most effective (and most economical) manner. Simplicity of design is characteristic of the bonded rubber component.

In the design of mountings, as well as that of suspension systems, Metalastik have played the leading role and the examples illustrate how Metalastik engineers have harnessed the natural advantages of rubber to provide characteristics essential to successful engine suspensions.

Compared with a concentric bush, the Metalastik Metaxentric bush in Fig. 1, gives a much higher deflection and has the same advantages of economy and simplicity of fitting.

The rubber-to-metal weld technique permits shear loading of the mounting in Fig. 2 to give a large vertical deflection. In the horizontal plane it is stiffer in one direction than the other. Pre-compression of the rubber increases life and load capacity.

The shear-compression mounting in Fig. 3 is another Metalastik design. It has the same properties as two sandwich mountings arranged in V formation and is normally fitted to give control of movement in the high stiffness direction when the rubber is largely in compression. Large vertical deflections with good load capacity are provided.

The famous Metalastik Metacone is shown in Fig. 4. Based on the shear-compression principle this mounting gives excellent insulation for the heavier oil engine. Slots give two different spring rates in the horizontal plane and the mounting is fitted so that it is stiffer in a fore-and-aft direction. Buffering is provided when the bottom washer comes in contact with the rubber flange.

Diagrams reproduced by courtesy of the Institution of Mechanical Engineers from the paper "The Suspension of Internal Combustion Engines in Vehicles", by M. Horovitz, B.Sc., (Eng.), A.M.I.Mech.E.

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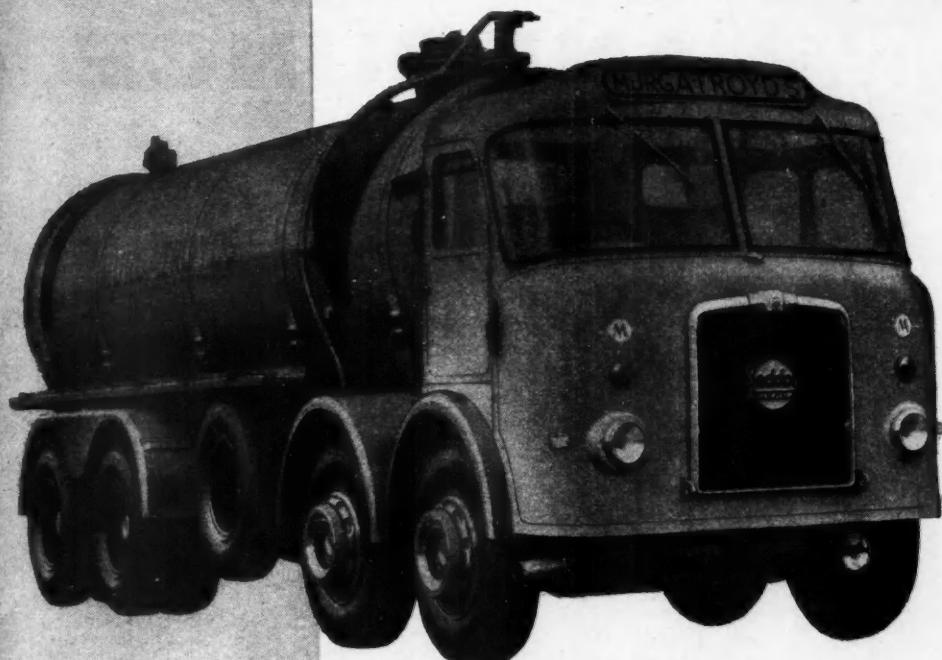
loading deflection. than uses life

another sandwich fully fitted direction vertical

in Fig. 4. mounting one. Slots plane and e-and-aft washer

Mechanical combustion Mech.E.

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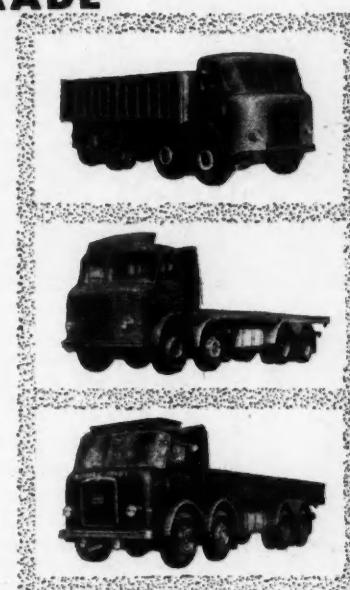
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ANNOUNCE

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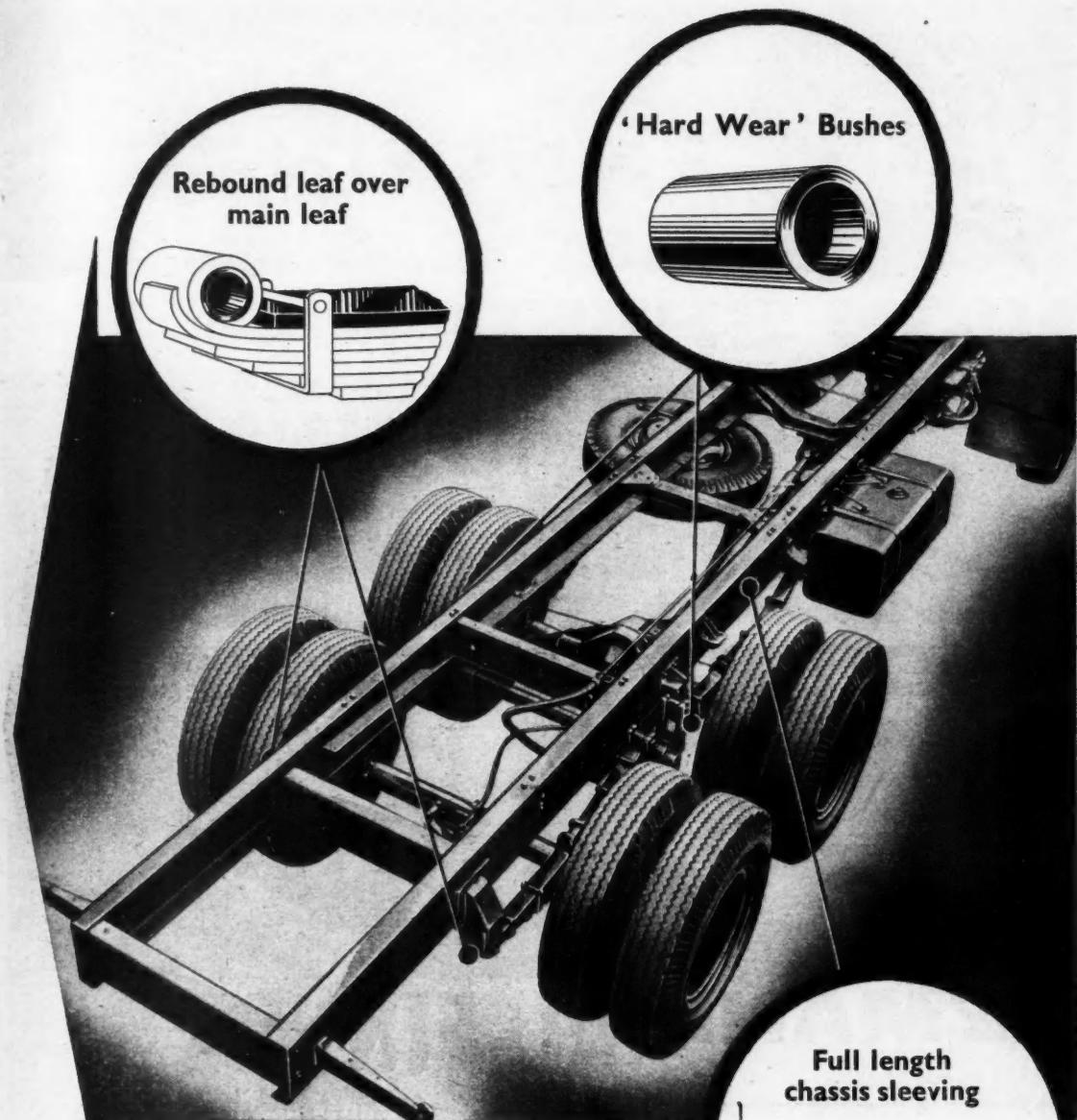
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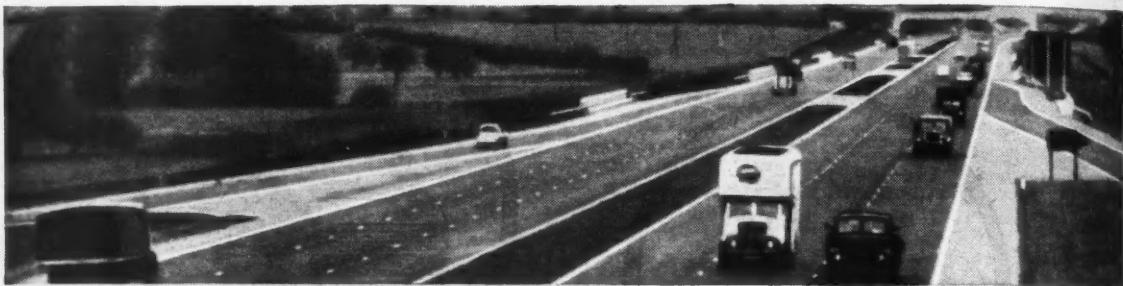
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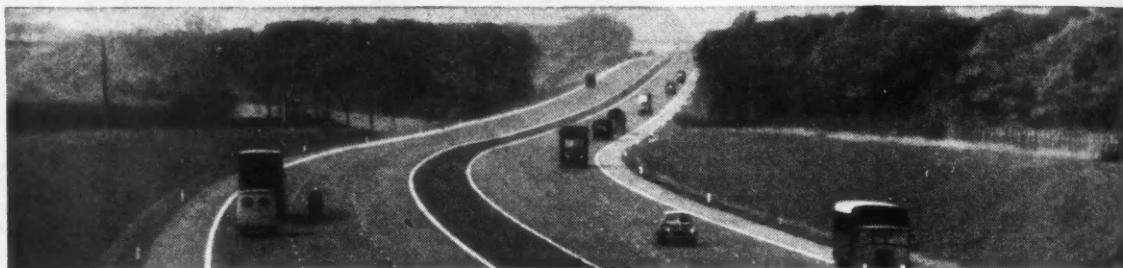
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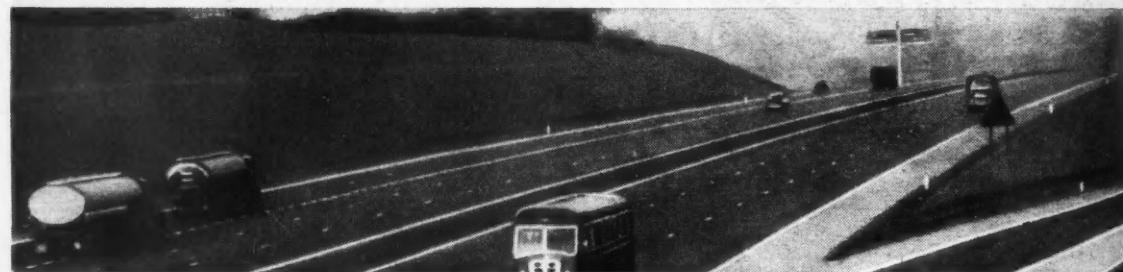
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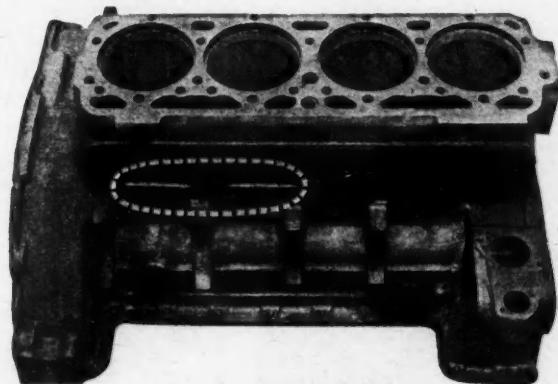
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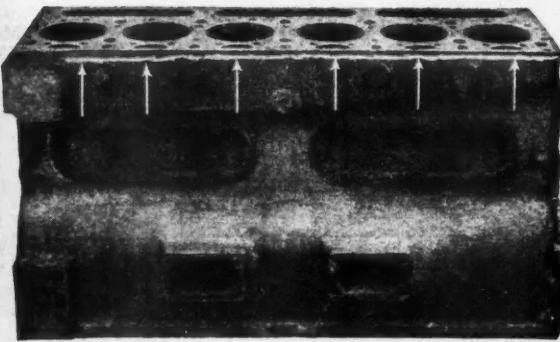
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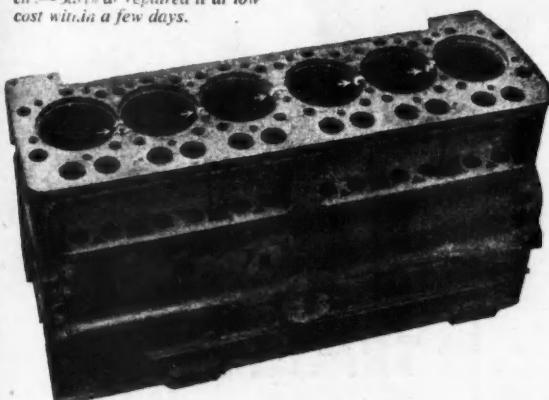
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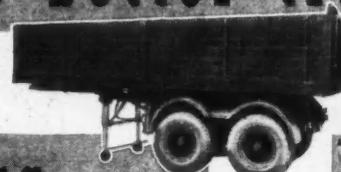
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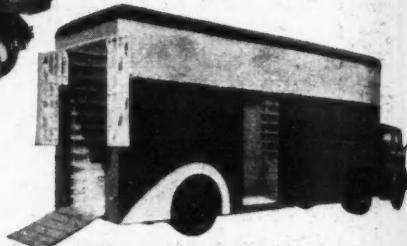
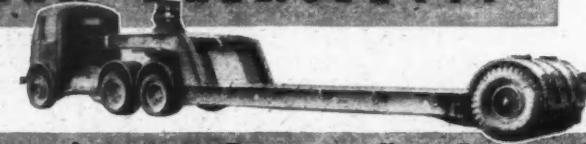
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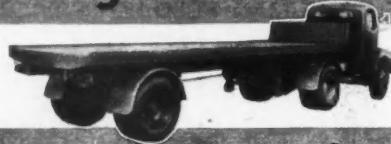
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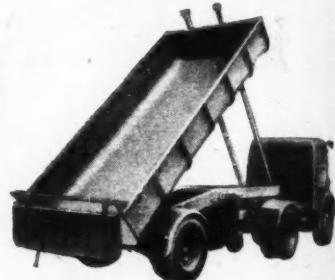
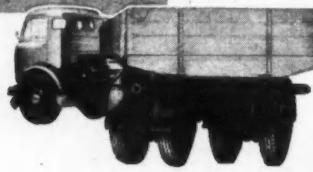
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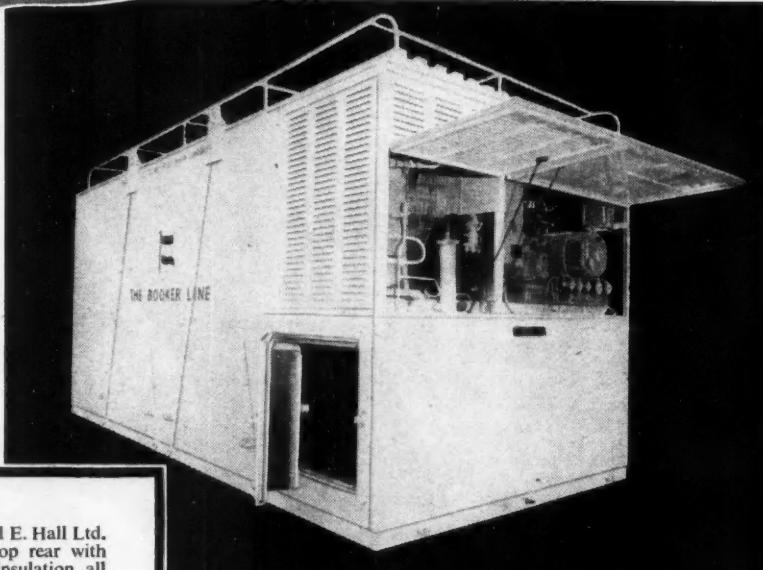


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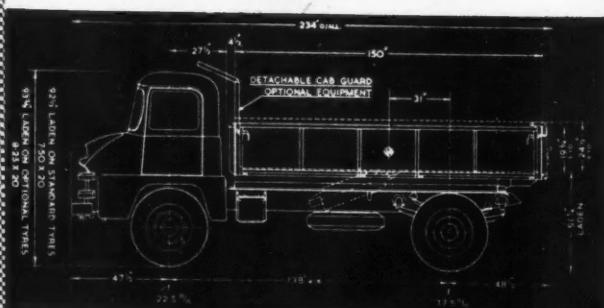
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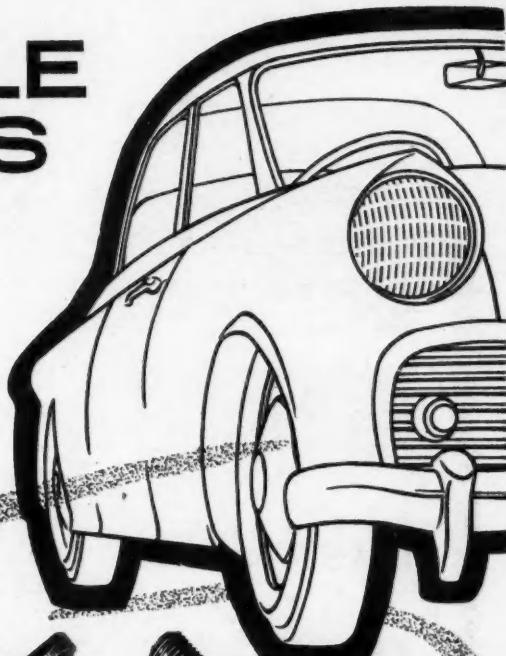
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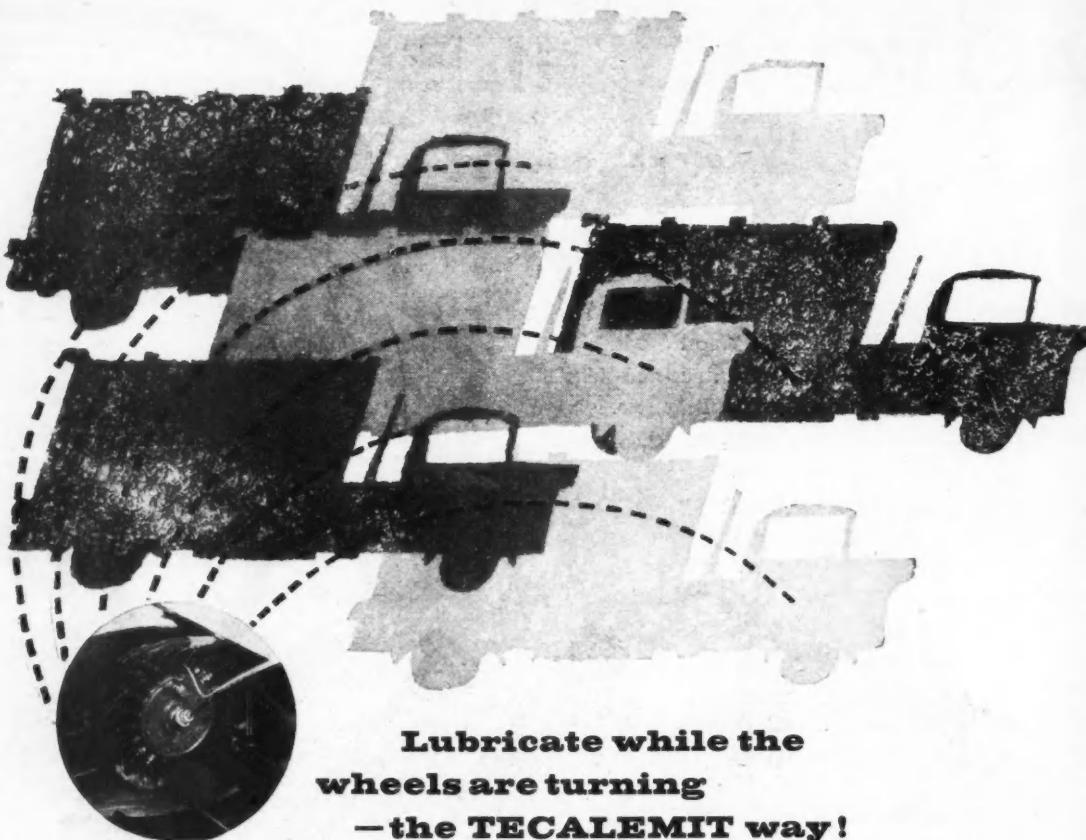


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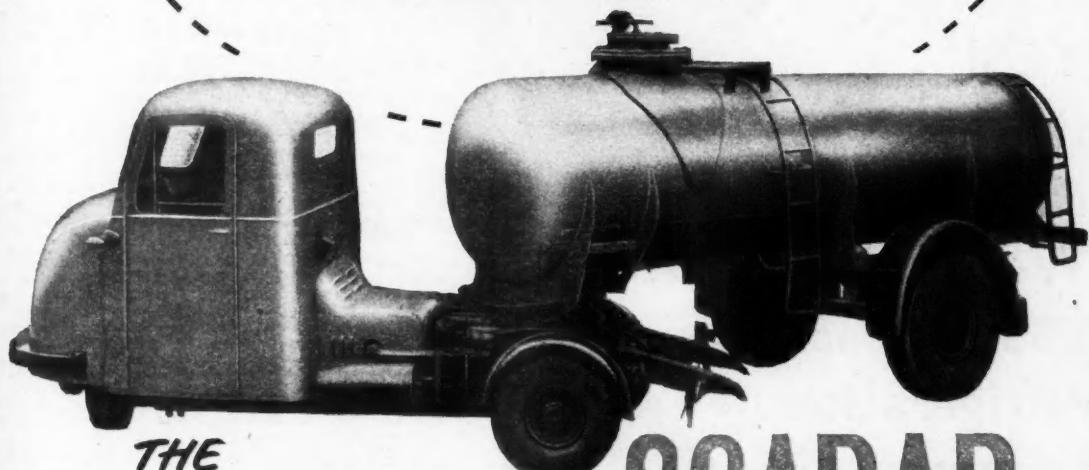
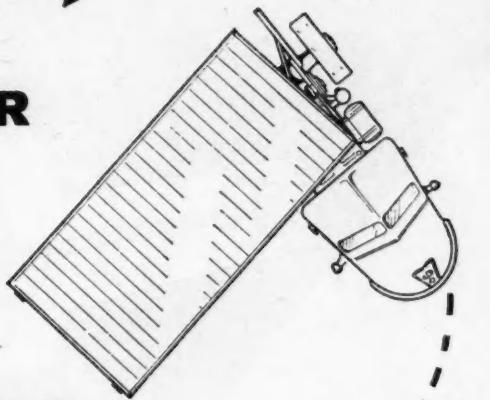
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For short hauls, or for internal works use, the Scarab has no equal. Automatic coupling enables it to operate in turn with two, three or more semi-trailers, with a split-second switch-over from one to another. Driver's waiting time during loading or unloading is eliminated and the high quality of

components together with easy access (engine, gearbox and driving axle are in one unit behind the cab) keep repair and maintenance costs to a minimum. Road tax is payable on only one semi-trailer for each tractor.

Diesel or petrol-engined versions of the Scarab are available together with all types of semi-trailer for basic payloads of 3 and 6 tons. Full details supplied on request.

Scammells also supply specially designed maximum capacity 8-wheelers and heavy-duty semi-trailers for payloads of 15 tons upwards.

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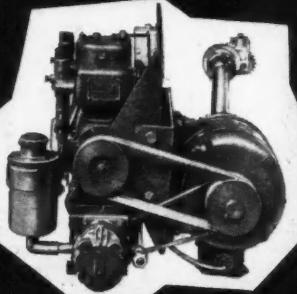
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Only 6-hole bolting to chassis

Electric drive while stationary.



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Truck refrigeration and refrigerated trucks are the same but, the refrigeration plant Essex manufacture and supply is very different, in fact it is years in advance in design and performance.

Why run two engines to drive your transport vehicle and refrigeration?—Essex do not.

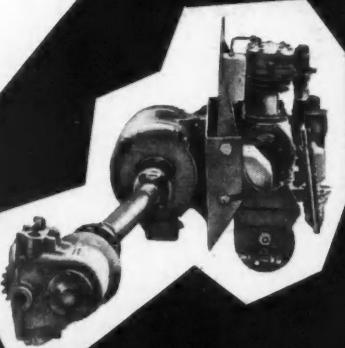
You use your gearbox to drive the prop shaft and that turns your roadwheels—this has been the way for years. Can you find any fault with this method? Also, overdrives on cars operate from the gearbox; Essex engineers have designed the finest overdrive or underdrive prop shaft and it is the most simple and efficient system ever used.

Even when your truck is ticking over at traffic lights, refrigeration is operating. When your vehicle is at the loading or unloading bay full refrigeration is taking place. If you don't require transmission drive, switch off the overdrive. But if you want full temperature-controlled refrigeration overnight, or when stopped for long periods, or wish to use the refrigerated chamber as a static or long period storage chamber, you can plug into the built-in electric motor and full electrical refrigeration takes over. When desired temperature is reached inside the chamber the refrigeration unit stops and starts again when the temperature rises two-four degrees. Years of mobile refrigeration experience is at your service.

Service stations for Essex mobile refrigeration cover the length and breadth of the whole United Kingdom.

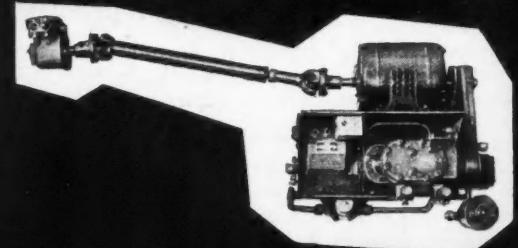
This unit with condenser £400.

Handles 1,000 cu. ft

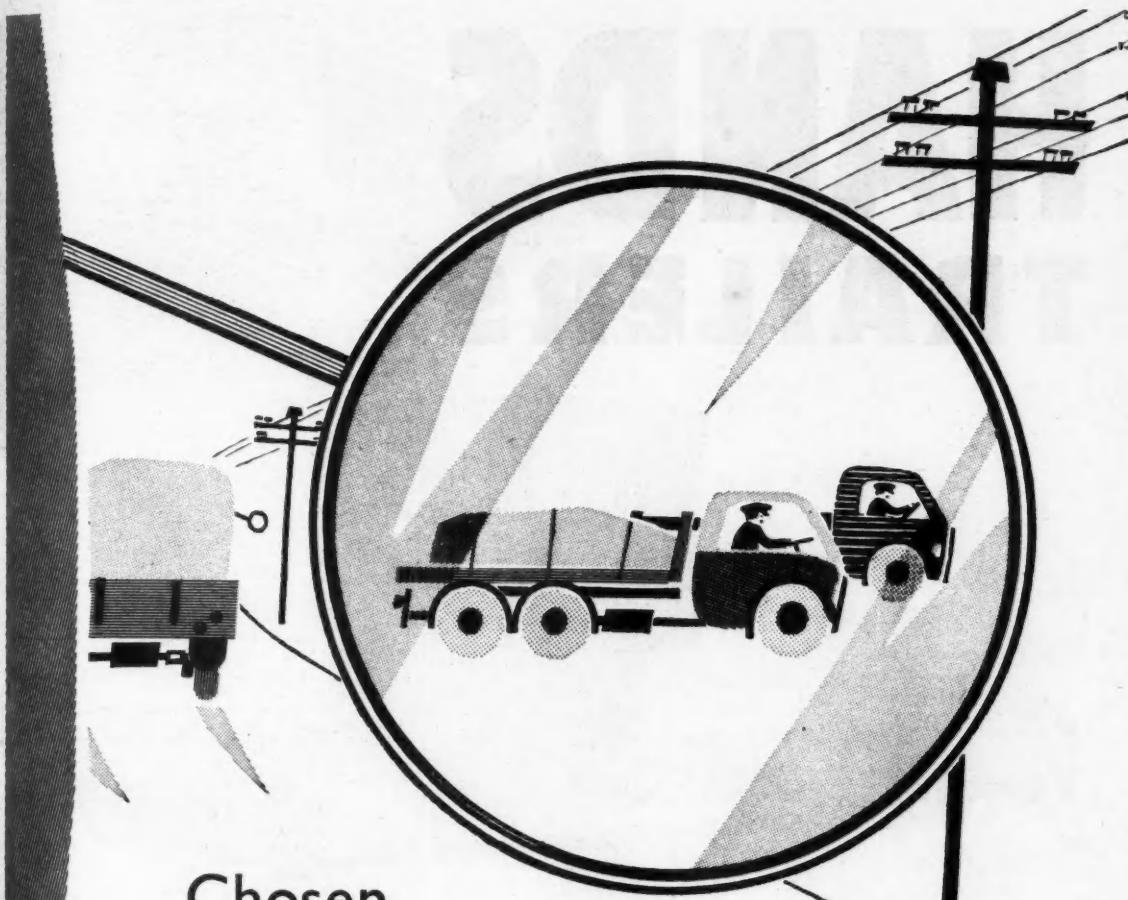


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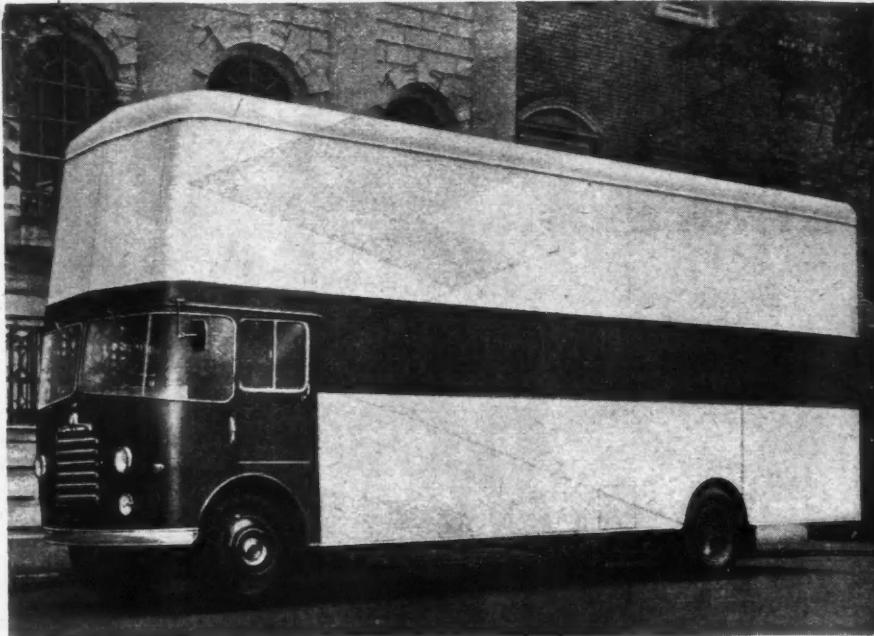
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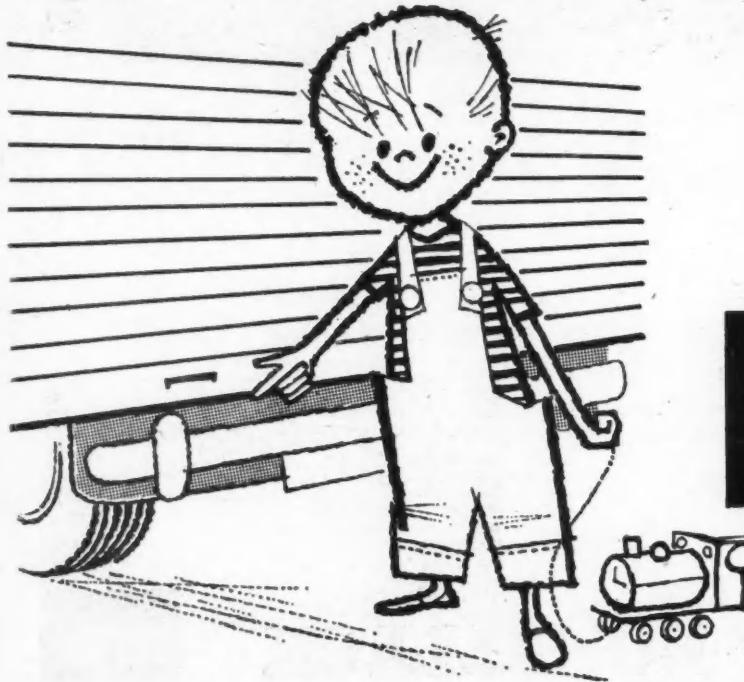


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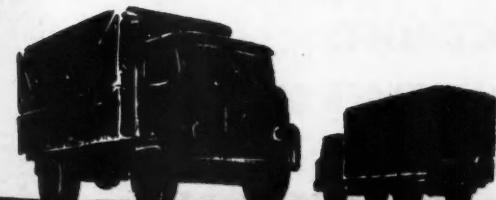
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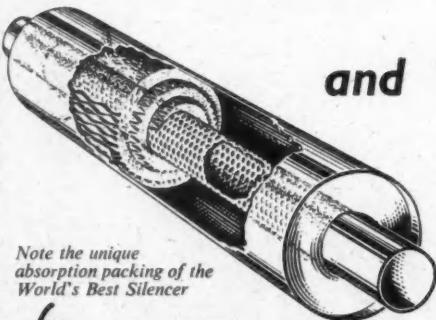
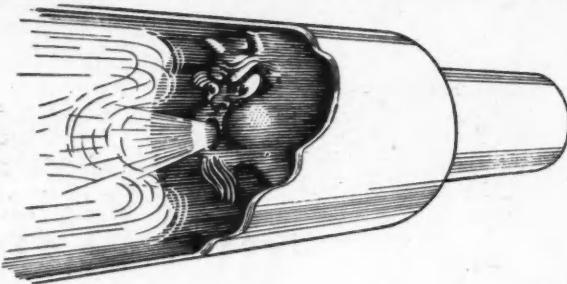
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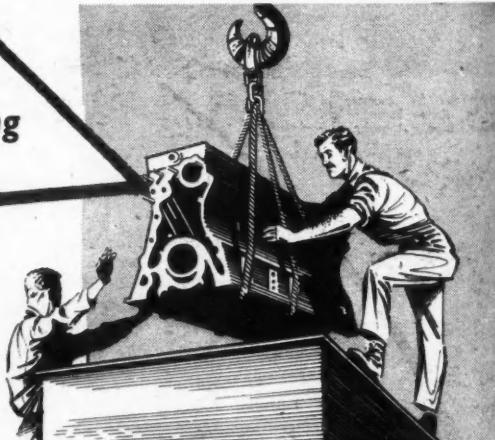
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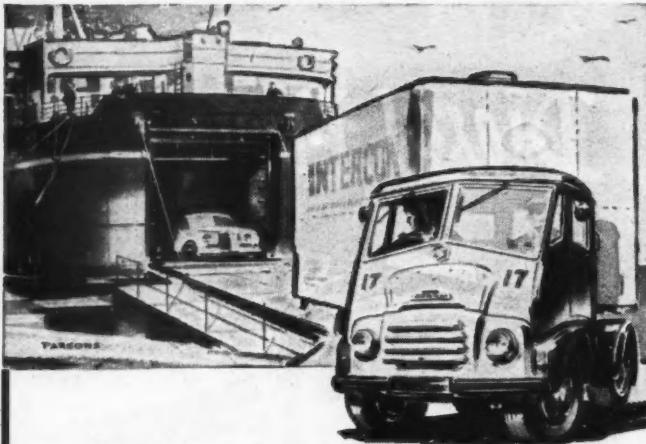
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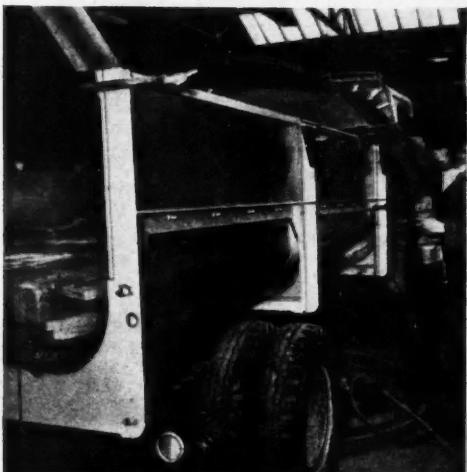
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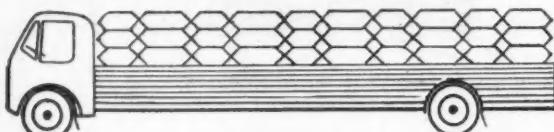
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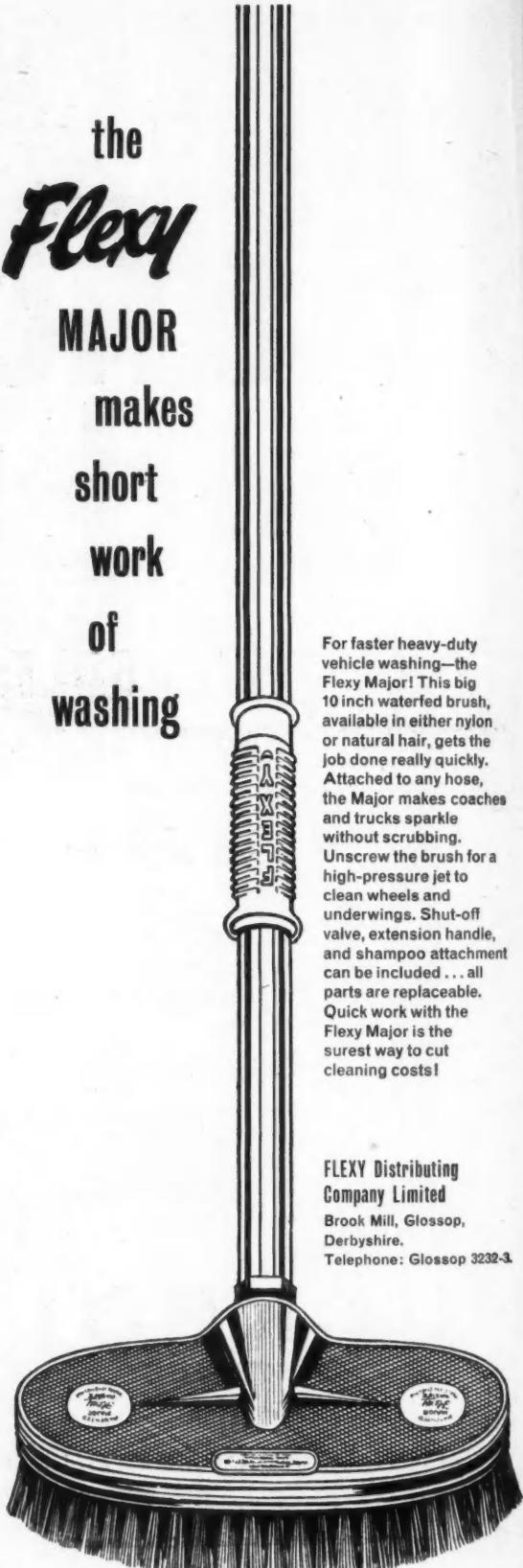
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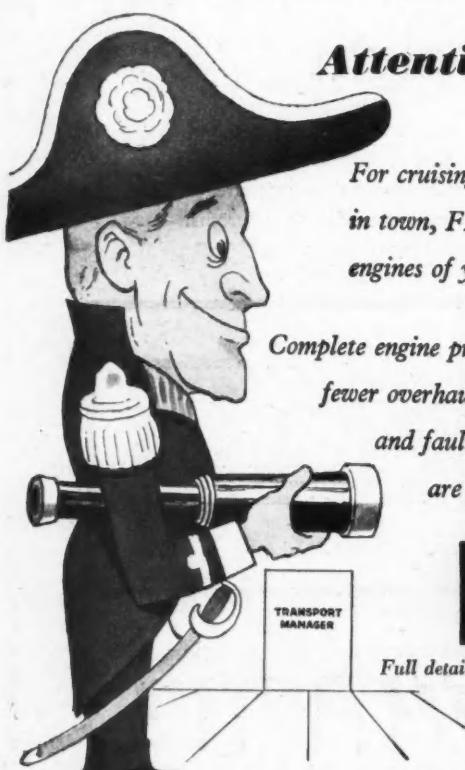
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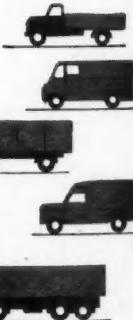
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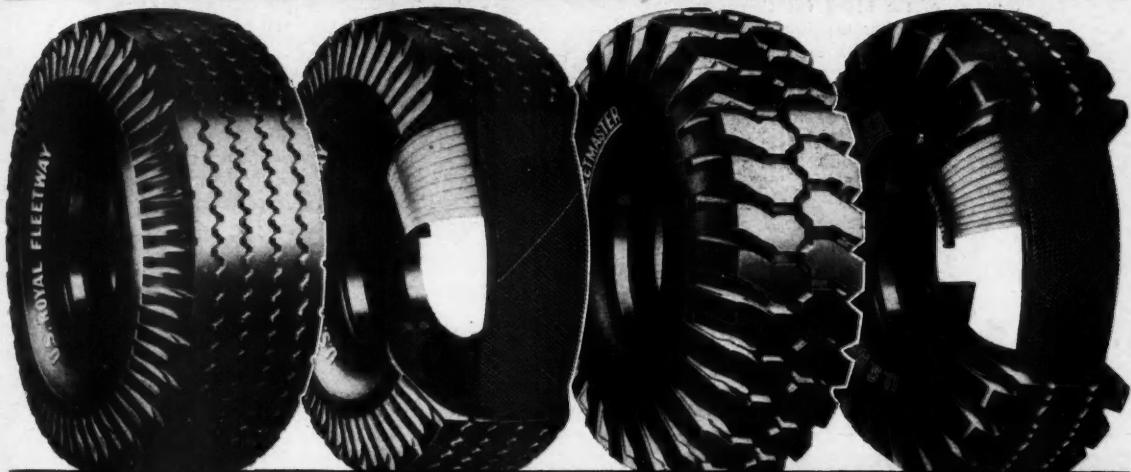
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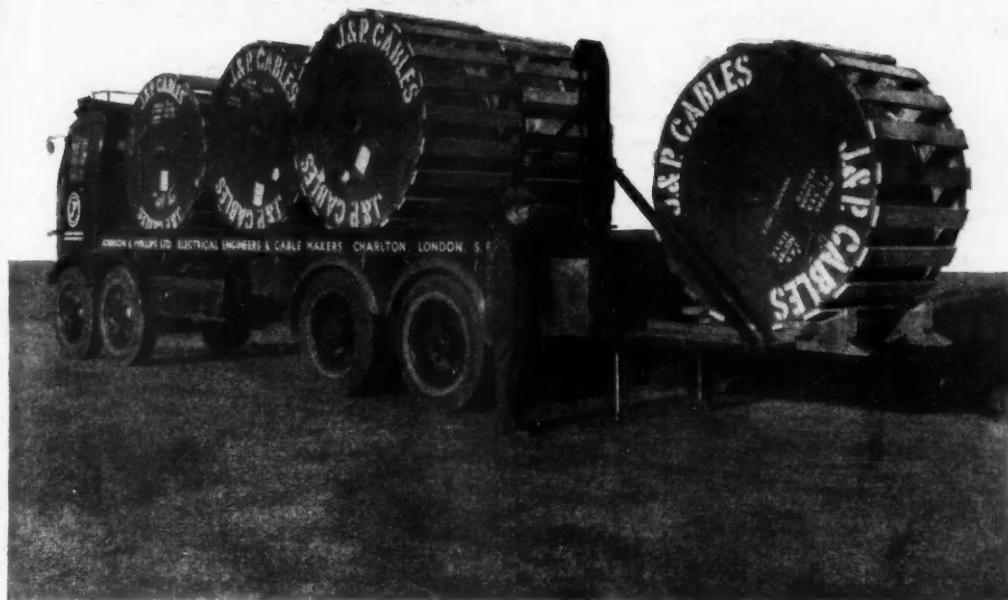
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The Vortex

IT is not necessary to seek far for the reason for the sharp increase in the number of bankruptcies of hauliers last year, compared with 1958.

Despite continually rising costs and the quickening tempo of industrial production, rates have declined steadily since 1955. Indeed, it is surprising that the number of failures has not been greater.

The production of the Road Haulage Association's guide to recommended minimum rates between about 80 main destinations is, therefore, timely. The Association apparently do not feel disposed to publish the charges to non-members, on the ground that, if they were known, they might be undercut. On the other hand, ignorance of costs of operation is widespread and is the reason why some hauliers charge uneconomic rates. Anything that helps them to a keener appreciation of fair charges is to the good, and it is to be hoped that the R.H.A. will have second thoughts.

Responsibility for the catastrophic decline in general haulage rates is broadly based. The depredations of unscrupulous clearing houses are the fundamental cause, but the hauliers who use their services are equally culpable. If they dealt only with reputable houses, at least part of the problem of maintaining a reasonable level of rates would be solved.

Then, of course, there are the operators who will cut a known rate to gain traffic from an established customer of another contractor. Their advantage may be only temporary, in that, after receiving unsatisfactory service, the customer will return to the original haulier. On the other hand, they may start a downward spiral of rates, which eventually causes loss to all concerned, and not least to the customer. It is they who are responsible for the R.H.A.'s reluctance to publish their new rate scale.

Entry Too Easy

There can be no doubt also that the ease with which contract-A licences can be converted into public-A licences encourages the entry into general haulage of inexperienced men, who will take business at any price to cover hire-purchase instalments on their vehicles. This is an unfortunate turn in the trend of licensing which the Transport Tribunal seem indisposed to correct.

Finally, trade and industry must bear some of the responsibility for a short-sighted policy of buying in the cheapest market. According to the survey of C-licence vehicles conducted last year by the Traders Road Transport Association, users place speed of delivery and certainty of timing above all other considerations in their decision to employ their own transport in preference to hired haulage. The inquiry covered 98,340 vehicles (9 per cent. of the country's C-licence fleet at June 30, 1958), and, on the basis of one vote per vehicle, 68 per cent. of the votes were cast in favour of speed and certainty. Minimum cost attracted only 44 per cent. of votes.

In view of the unhappy trend of rates and the increasing number of failures of hauliers, cost seems to be more important than the figures suggest. C-licencees know from their own experience that costs have risen steadily over the past five-year period, during which rates have fallen so steeply, and must realize that this downward trend is economically indefensible. Freedom of competition between British Road Services and private-enterprise hauliers accounts partially for the decline, but its extent has exceeded all reason.

Traders who play off one haulier against another, and road transport against the railways, are not giving public transport a fair opportunity to prove its worth. In the event, they may be misled into costly experiments with their own transport, to their own ultimate disadvantage and that of professional carriers in general.

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The Wrong Team Spirit

MUCH has been heard recently about the importance of selecting and training drivers carefully, and of building up team spirit. British Road Services are able to employ specialists for this delicate task, and are fully alive to their responsibilities, but the team spirit existing among their drivers seems to be directed more towards safeguarding their own position than to the furtherance of the organization's interests.

A classic instance occurred last week, when employees at a B.R.S. depot ceased work in sympathy with a driver who had been suspended for a week without pay after an accident. In avoiding a boy the man's lorry struck a house after skidding for 114 ft. The management held that the accident was caused by excessive speed and that the loss of £10 wages was a minor penalty to impose on a man who had done £600 damage to a vehicle and property by incautious driving.

The length of the skid marks would certainly suggest that the vehicle was travelling at more than the 28 m.p.h. claimed by the driver. But, the facts of the case apart, a situation in which a whole depot can be immobilized because disciplinary action has been taken against one man is intolerable. It emphasizes the importance of a full inquiry into every applicant's sympathies and general attitude towards his employment, as well as into his technical skill, before engaging him.

Loyalty certainly cannot be bought solely with high wages and good working conditions. Those benefits can do no more than stimulate an inherent sense of responsibility. That is what so many workers now seem to lack.

Bird's Eye View

No Bricks Dropped

MR. A. T. WORBOYS, chairman of the London Brick Co., Ltd., seems to be one of the few big industrialists who appreciate the importance of transport. At all events, he thinks the shareholders should know something about it. In his statement for last year he says that the company's long-standing contract with British Railways continues to be close and effective, and more bricks were sent by rail last year than in 1958. At the same time, an increased output of bricks was delivered in the company's own C-licence vehicles.

In view of the chairman's interest in transport, it seems odd that, apart from his annual reference to it, so little information is released about the operations of this splendid fleet.

Recruitment Gimmick

WHEN the lure of free luncheon vouchers palls, "Free Parking Guaranteed" might do the trick.

Die-hard

HOW good an ambassador of his employers can a driver be? Take the case of a dairy director who lived outside his own sales area. His wife was naturally compelled to buy milk from a competitor. But one evening her husband proudly announced that his company could now deliver to their house. He was quickly disillusioned when his wife replied: "Blow your commission—you are not taking my Charlie from me!"

Blocked

I DOUBT whether Mr. R. F. Block, managing director of Blox Services, Ltd., said it with flowers when the opening of the Chelsea Flower Show caused him to take more than an

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Men Who Make Transport—36

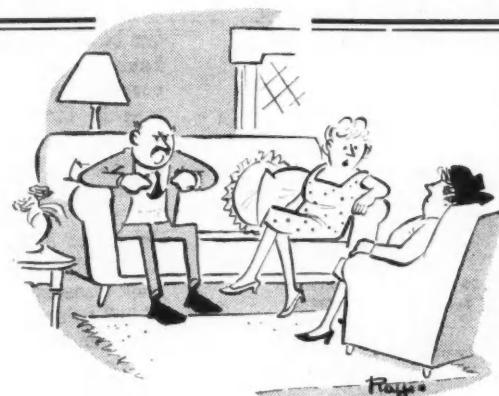
Alfred James Pettigrew Wright

IT will not be long before all the scattered staff of British Road Services' South Eastern Division are gathered together under one roof at 238 City Road, London. The day when that is achieved will be one of the more satisfying in the career of Alfred James Pettigrew Wright. For this cheerful, straight-talking Essex man, who admits to 60 but looks about 50, is an organizer and administrator born, though an engineer by predilection, training and experience. The thought of man-hours consumed in travelling through London streets instead of from floor to floor irks him just as much as the sight of a badly maintained lorry.

Whether it is a matter of the administrative machine or any one of those 4,000 vehicles for which he is responsible as divisional manager, it must run smoothly. And, as he emphasized to me again and again, when interlocked departments are physically separated in congested London, good administration is very difficult indeed. I hope to be there a day or two after all are safely gathered in if only to see an even broader smile on Mr. Wright's face!

If he had followed family tradition, he would have remained in Burnham-on-Crouch in the yacht-building business. Right from the start, however, it was commercial motor engineering for him. First he was a trainee, then service with the R.N.A.S. in the 1914-18 war broadened his technical experience, and, when that was all over, a job with Scammell Lorries, Ltd., made it pretty certain where his career would lead him.

"Everybody," he remarked, "can look back to a vital piece of advice or a helping hand which pushed his career on. I look back with gratitude to P. G. Hugh and Alan



"He's always the same after a long trip—takes hours to relax."

hour for a nine-mile journey. As a result, his talk to the Industrial Welfare Society's conference was delayed.

But the 90 delegates were well rewarded with a knowledgeable survey of delivery men's problems. They were shown that respect for humanity and persistent drive for efficiency were not incompatible.

Lady Luck

ACCORDING to Mr. H. Spencer Apps, chairman of Martin Walter, Ltd., who celebrated his 80th birthday last week, the success of the business has been built on team spirit and a little bit of luck. And, to make his week, the company's No. 2 factory for the first time exceeded an output of 300 dual-purpose vehicles. If that wasn't luck, it was a happy coincidence.

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James Pettigrew Wright

Scammell, who, in their different fashions, set my feet on the right ladder."

This was how it was: Alan Scammell had to break away from Scammell Lorries, Ltd., because of ill health, but not before he had kept an eye on Mr. Wright and sized him up as an able, ambitious, loyal young fellow. So when Mr. Scammell launched Southern Roadways, Ltd., he invited Mr. Wright to join as chief engineer. Thirteen years later he was managing director of a new company, Southern Roadways (1936), Ltd.

This organization constituted the heart of a new association of companies which included Poole Wharves, Ltd., Coastal Roadways, Ltd., and Southern Commercial Motors, Ltd. The interests of all these businesses were interrelated in one way or another and the managing director was now able to exercise his gifts as co-ordinator and manager in a wider, more satisfying sphere than ever before.

Alfred Wright, the organizer, rather than the engineer, was the man in demand during the 1939-45 war. As district manager under the War Transport Emergency Scheme he was immersed in complicated, urgent problems of fuel distribution, allocation of vehicles, evacuations, Service movements—indeed, in almost every operation involving civilian motor vehicles. Many men who held down responsible jobs during the war—albeit jobs not directly connected with their own companies—tend to look back on their enforced service as an arid desert so far as their own careers are concerned.

Not so Mr. Wright. His organizer's mind saw beyond the aridity. Here was something he could get his teeth



Mr. A. J. Wright—a successful, happy man.

into. Apart altogether from the obvious satisfaction resulting from doing his patriotic duty, he enjoyed the larger scale of work now opening up.

"Without experience of this kind—experience, that is to say, of fairly large organization—" he told me, "I think it would be very difficult indeed to tackle the various problems, some of them quite new, inherent in nationalized industry. You cannot successfully plunge from managing a comparatively small business to the quite different tasks involved, say, in the Road Transport Executive." Well, he should know. He was one of the first divisional managers of the Executive, having been appointed in 1948.

What are the fundamentals of good administration in a transport concern? High on the list, says Mr. Wright, is sound engineering knowledge. You need to have been through the engineering mill, otherwise people may find it too easy to pull wool over your eyes. He brackets with that the ability—and willingness—to delegate. Failure to delegate means failure to administer a large-scale enterprise, because no man alive can do everything. The divisional manager must be a good picker. Having chosen his men, he must leave them to get on with the job.

Nobody who has lunched with him and his colleagues at 238 City Road can fail to have observed how successful he has proved to be in his choosing.

How much liked and respected he was in his Poole days is reflected in his appointment as Justice of the Peace, and the fact that he was invited to continue in this important office even when B.R.S. called him to London. He regularly sits on the bench down in Dorset and believes there is no finer means of studying human nature. He finds this work a most satisfying way of rendering public service. That has always been near his heart, as was recognized in his M.B.E. award in 1945.

I have written of his ambitions in my own way. They can be more adequately described in his own way. "When I was young I wanted two things above all. I wanted to achieve something in my chosen sphere and I wanted a happy family life. I have certainly enjoyed perfect happiness at home: you must be the judge of how far I succeeded in my other aim."

Far be it for me to judge. I can only observe. And I believe I observed a successful, happy man.

H.C.

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By The Hawk

Pioneer of "Artics"

WHEN Harold Champion interviewed Mr. A. J. Wright for this week's profile, he was greatly impressed by Mr. Wright's happy recollection of men who helped him on his way. Notable among these was Mr. P. G. Hugh, whose protégé he became and who was largely instrumental in bringing his merits to the attention of Alan Scammell.

He is no longer with us, but he is well remembered by many engineers, for he was the designer and engineer of Scammell articulated vehicles and, indeed, introduced "artics" to Britain.

Big Time

CAN a man earn nearly £200,000 a year except by grimacing into a film camera or howling into a microphone? He can—and in the motor industry at that. Mr. Frederick Donner, chairman of General Motors, was last year paid a salary of £71,910 and a bonus of £125,625. Ten of his colleagues earned more than £107,000.

What on earth can they do with all that money?

Key of Gold

BUT I doubt whether even they use gold keys to open the front doors of their palatial apartments. That distinction is reserved for the few who have been honoured by the Yale and Towne Manufacturing Co. The latest is Lord Verulam, chairman of the British Institute of Management, who last week received from Mr. John O. Sewell, general manager of the company's British division, a gold Yale key cut to fit a lock at Gorhambury, St. Albans, the ancestral home of the Verulam family.

Others who have been honoured in this way include President Truman and President Eisenhower.

Coach Companies' Drive to Attract Foreign Tourists

BY OUR OWN CORRESPONDENT

BRITISH coach companies are co-operating with hoteliers in the biggest drive ever to persuade thousands of Continental tourists, in the middle-income bracket, to visit northern beauty-spots and places of interest. The leading figure behind the scheme is Mr. Geoffrey N. Wright, manager of the Old Swan Hotel, Harrogate, and chairman of the northern division of the British Hotels and Restaurants Association. He is receiving enthusiastic support from Mr. H. N. Tuff, general manager, West Yorkshire Road Car Co., Ltd.

Mr. Wright plans to secure reciprocal trade in this country, particularly the north of England, for the increasing number of Britons who go abroad for their holidays every year. Last winter he and other leading members of the northern division of the B.H.R.A. went to Continental countries to meet travel agents and coach proprietors. Since then foreign travel agents have made tours of the north of England in special coaches supplied by the West Yorkshire company.

This year visitors travelling from the Continent under the new scheme are expected to arrive in August. Next year it is expected that the season will run from May to September. Some tourists will come from the Hook of Holland to Harwich but most of them will arrive at Hull from Rotterdam.

An application for a linking coach service, between Hull and the Harrogate hotels, has already been made to the Yorkshire Traffic Commissioners by the West Yorkshire company and East Yorkshire Motor Services, Ltd. Another route will be through Manchester airport and on to the various northern centres by coach.

The West Yorkshire company have

already published foreign language itineraries of coach tours, and big business on the one-day excursions from Harrogate to the Lake District, Yorkshire Moors, York and Whitby is expected. The cost of a week's tour is attractive.

A secondary consideration of the tourist drive has been to encourage more foreign coach operators to bring their vehicles over to this country, but this has been hit by Ministry regulations governing vehicle dimensions. However, British coach operators will benefit because coaches will be chartered.

In addition to one-centre holidays, an itinerary is being drawn up by strategically placed hotels, which are willing to co-operate in arranging inclusive circular tours.

Mr. Wright also hopes to link the project with the Europabus network to bring the service to Victoria Coach Station, London, into the picture. Later this year, he plans to visit the Scandinavian countries with a view to a further extension of the scheme.

A German operator is planning to send a new coach, which will comply with Ministry regulations, on a pilot tour in the autumn.

Safest Cab to be Discovered in Contest

ACOMPETITION to discover the cab making the greatest contribution to the comfort, safety and convenience of the driver will be held in conjunction with the final of the Lorry Driver of the Year Competition at Fort Dunlop, Birmingham, on September 18. This proposal was approved by the national organizing committee on Tuesday.

The contest is for a trophy to be presented by Unilever, Ltd., which will be awarded to the operator of the successful vehicle. Marks gained in the cab contest will not count towards the Lorry Driver of the Year Competition, from which it will be entirely separate. The form of the contest has been devised by the Editors of *The Commercial Motor* and *Motor Transport*.

Cllr. R. Brain offered a chairman's cup for the driver of the vehicle with the best cab. Mr. W. P. James, West Midland Licensing Authority, is to be asked to preside over the panel of judges.

Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport,

will present the trophies at the final. The four tests to be performed will be devised to take account of past criticisms and elaborate arrangements for the contest are in hand.

The national committee approved a supplementary regulation to authorize the entry, into the competition, of commercial vehicles which by law do not have to hold carriers' licences.

In fact, Post Office vehicles and others not operated under carriers' licences have been entered for some years and the form of the regulations has been an oversight. The supplementary rule will legalize this omission.

The Leeds round on June 19 will begin at the premises of Montague Burton, Ltd., Hudson Road Mills, Leeds, 9, at 9 a.m. Proceedings are expected to be completed by 6 p.m.

The Stepney round on July 24—a new centre—is due to start at 8.30 a.m. Manoeuvring tests will be conducted in Victoria Park, London, E.2. The latest date for entries is June 30.

P.M.T. Lose Appeal to Minister

THE Minister of Transport has upheld the grant made to Greatrex Motor Coaches, Ltd., Stafford, to run an express service from Newcastle under Lyme to an R.A.F. Maintenance Unit at Hopton, Stafford. The grant, made by the West Midland Traffic Commissioners, was challenged by the Potteries Motor Traction Co., Ltd., at an inquiry at Birmingham (*The Commercial Motor*, February 5).

In his report, the inspector Sir Maurice Holmes, expressed the opinion that in this assisted-travel case the Commissioners had paid excessive regard to the award of the contract, although the Minister did not agree with his suggestion that the case be re-heard.

The existing service of P.M.T. seemed, to the Minister, to fail to meet the need which would be met by Greatrex in one important aspect. The fare arrangements applicable to the P.M.T. service were not those desired for the new service.

He noted that passengers could have travelled on the P.M.T. service but that the Air Ministry would have been put to extra expense. He considered that it was reasonable for the Commissioners to attach considerable weight to that factor. The Minister makes it clear, however, that it is of no significance that the expense should fall on public rather than private funds.

It appeared to the Minister that the assisted-travel arrangements in this case were such that the respective services would operate without actual competition on the road.

B.M.C. FACTORY BUILDING BEGINS

WORK was due to start on Wednesday on the construction of the new factory of the British Motor Corporation at Bathgate, West Lothian. It is stated that the first factory building will be completed by the middle of next year, and another two about nine months later.

Production will start towards the end of 1961. Capacity is to be laid down for output at the rate of 1,000 commercial vehicles and 750 tractors a week, and the plant will employ about 5,600 people.

There will be three buildings, parallel with each other and 1,020 ft. long. The central building will make engines, gears and gearboxes. On one side will be a works producing commercial vehicles and on the other a tractor factory.

The buildings and services will cost approximately £5.25m., and the plant and equipment £6m.

BOOM YEAR FOR LEEDS

THE year 1959-1960 was a boom year for Leeds Transport Department. A profit of £165,817, the highest registered since the undertaking started in 1894, has cleared the department of debt and a balance of £8,764 has been carried forward. Last week Ald. John Rafferty, chairman of the transport committee, recalled that in 1955 the department faced an accumulated deficit of £488,926.

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Applicants Brought Difficulties on Themselves, Says Authority

MOST of the difficulties mentioned by Leonard Green (Haulage), Ltd., Rotherham, when they applied to add eight vehicles of 32 tons to their A licence (*The Commercial Motor*, May 20) had been brought upon themselves, said Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, in a reserved decision, refusing the application, on Tuesday.

He considered that the difficulties had been caused by the action of Green in transferring 10 vehicles to Birmingham, despite their declared intention to operate from Rotherham. He thought that at the time of the application the company could have made more transport available to their main customers, and that, if they wanted to operate from Birmingham, they should apply for licences in that area.

Mr. Randolph, who expressed the opinion that most of the difficulties would be resolved when Green used their entire fleet from Rotherham, stated that until that was done a grant of extra vehicles would benefit Birmingham customers rather than those at Rotherham.

Of the hiring position, the Deputy Licensing Authority said the evidence showed that the applicants were retaining an average commission of 16½ per cent.—well in excess of the statutory 10 per cent. This created problems because no haulier would really want to work at an unremunerative rate, and those who were prepared to supply vehicles would not send their best. Nevertheless, as the applicants were hiring at the rate of over £40,000 per annum no shortage of transport in the area was indicated.

The company was licensed in the Yorkshire Area to operate 23 vehicles on A licence and 30 vehicles and three semi-trailers on contract-A licence. Integrated with this fleet was another vehicle of some 7 tons unladen weight on an A licence. This was issued in the West Midland Area to Mr. Leonard Green, managing director of the company, noted Mr. Randolph.

Clearly Undesirable

But, he observed, while industry must be served it was clearly undesirable for extra vehicles to be placed on over-crowded roads if there were no real need. Transport should be licensed for existing needs rather than future expectations, he added.

Boom conditions in the local steel industry began in about June, 1959. The figures, however, showed that from then until the end of November, 1959, Green carried less for their three customers on A licence than in the corresponding period in 1957.

This was the position despite the fact that in 1959 the A fleet consisted of 24 vehicles, of 134 tons, compared with 19 vehicles, of 100 tons, in 1957. Comparing 1957 with 1959, the Deputy Licensing Authority calculated that the extra A-licensed work for the three main customers could be accounted for by about half a vehicle.

By transferring A- and contract-A

licensed vehicles to Birmingham the applicant was able to do work to the value of £19,700, from February, 1958 to June, 1959. It followed that these facilities were lost to the Rotherham customers, for whom they were licensed. Their absence was virtually unnoticed at the time because there was a recession in the steel industry.

Three vehicles had now returned to Rotherham and must be carrying more for the three main customers.

More Vehicles for G.E.C.

The loss to G.E.C., Ltd., Swinton, of six of their contract vehicles, by transferring them to Birmingham, must have meant that more of the A and hired vehicles had to be used by that company. In turn this must have meant a reduction in the number of A vehicles available for the other two customers. The G.E.C. work, which was peculiarly suitable for contract vehicles, required about six more vehicles per day, it was claimed, and Mr. Randolph thought their needs could be fully met if the six contract vehicles were returned to Rotherham, which was their true base.

He considered that there was a good deal of force in the contention of British Railways that they were carrying the whole of the increased output of the Parkgate Iron and Steel Co., Ltd., one of Green's main customers. Accordingly, he thought that no extra vehicles were necessary to meet the needs of this customer. If he were wrong, those needs could be met by the A fleet from Rotherham.

As with other customers, the main concern of J. J. Habershon and Co., Ltd., was to eliminate hiring. As they used four main hauliers, it could not be said that they objected to using contractors other than Green. Mr. Randolph understood that two of these other hauliers could provide more vehicles.

Again, he was left with the impression that this customer's difficulties would cease, or be greatly alleviated, if the applicant made full and proper use of his A fleet at Rotherham.

NORTHERN FARES APPLICATIONS

AN application by United Automobile Services Ltd., to increase fares will be considered by the Northern Traffic Commissioners at Newcastle upon Tyne next Thursday. On June 13 similar applications will be considered from the Northern General Transport Co., Ltd.; Venture Transport Co. Ltd.; the C. and E. Bus Co., Ltd.; Sunderland District Omnibus Co., Ltd.; Tynemouth and District Transport Co., Ltd.; Wakefield Motors, Ltd. and Tyneside Tramways and Tramroads Co., Ltd.

30 "Artics" for B.R.S. at Swindon

THE fleet of British Road Services at Swindon, which was part of the car industry production line between the factory of the Pressed Steel Co., Ltd., and manufacturers in the Midlands and at Oxford, was completely inadequate to meet increasing demands. Mr. S. W. Nelson, Western Licensing Authority, was told this at Bristol on Tuesday, when the Swindon depot of B.R.S. applied to add 30 articulated outfitts, totalling 202½ tons unladen, to their A licence.

Mr. R. C. Oswald, for the applicants, said that the depot operated 44 vehicles and 30 semi-trailers on A licence and 43 vehicles and semi-trailers on contract-A licence to Pressed Steel. An association with the car industry had existed since 1956, and when the steel company moved to Swindon, in 1959, 16 vehicles had been transferred from Oxford to Swindon to cope with additional traffic.

Mr. A. T. G. Scott, Oxford district manager of B.R.S., said that the trailers had special superstructures to carry pallets. There was no storage space at the factories and, in many cases, 10-minute clearances were necessary. In March and April, 1961, new models and bodies would be produced and there would be another upsurge in traffic.

Objectors, J. Smith (Bicknor), Ltd., withdrew following the grant of additional vehicles the day previously.

Granting the application, Mr. Nelson said that he had never heard more convincing evidence.

WIDE USER FOR TRAMPING

ACТИVITIES of the Tower Hill Transport Co., Boston Docks, Lincs, were described as being of a purely tramping nature, by Mr. L. H. Shelton, of the Eastern Traffic Area, acting for the North Western Deputy Licensing Authority, at Liverpool on Tuesday. He granted the company a 7½-tonner on A licence.

Mr. L. C. Pratley, licensing manager of the company, said that they wanted the licence, with a normal user of "general goods, Great Britain," for a Liverpool-based vehicle. It was, at present, on special A licence, which expired on June 30, he added.

The company had eight bases, from Dundee to Plymouth, and had 120 vehicles on A licence. With the exception of those at Newcastle, they all operated under a similar normal user to that which was applied for, said Mr. Pratley.

Only one vehicle was based at Liverpool, and this did tramping work, which was typical of the company's operations as they had no trunk services.

Granting the application, Mr. Shelton said that it was one of the few cases where such a wide normal user was justified.

Men in the News

DR. K. W. BRITTON has been appointed research manager of the King's Norton factory of the Triplex Safety Glass Co., Ltd.

ALD. F. A. LEACH, chairman of the Halifax Cleansing and Transport Committee for 25 years, has resigned. He will retain his seat on the town council.

MR. R. J. GATES, chief assistant engineer of Coventry Transport Department, has retired after more than 40 years' service with public transport undertakings.

MR. FRANK B. FORD has joined Plaxtons (Scarborough), Ltd., in a full-time capacity and is not connected with sales or operation of coaches of any other concern.

MR. ALAN HAVARD, new public relations officer of the British Road Federation, took up his appointment on Wednesday. He was formerly an assistant editor of *Motor Transport*.

MR. S. SMITH has been appointed technical representative to the motor industry of Aeroplane Products, Ltd. He was previously chief body draughtsman to a leading car manufacturer.

SIR W. W. WAKEFIELD has been elected president of the Industrial Transport Association. MR. C. A. ELLIOTT is chairman and MR. G. L. EADES and MR. C. N. J. GRADDON, vice-chairmen.

MR. F. J. SPEIGHT has succeeded MR. W. F. FRENCH as chairman of P.S.V. Operators, Ltd. Mr. French has occupied the position since the company's formation in 1932. MR. WALTER PAICE has been elected vice-chairman in place of Mr. Speight.

MR. D. R. LUETCHFORD has been appointed representative for south-east London and parts of Kent and Surrey by the India Tyre and Rubber Co., Ltd. MR. D. G. C. HOWARD has become the company's general representative for north London.

MR. K. H. PARK, African zone manager, A.E.C. (Sales), Ltd., is on an extended visit to Ghana and Nigeria. He returns on June 17. MR. R. A. FRYARS, chief engineer, A.E.C., Ltd., has returned to this country following a tour of South Africa, Rhodesia and Kenya.

MR. R. S. CHURCH has been appointed assistant managing director of Wingard, Ltd., and MR. H. TINCKHAM has become original equipment sales manager. Since his transfer to the accessory sales department the former position of MR. J. BUCHANAN, as technical sales representative, has been filled by MR. K. B. HOLLINGWORTH. MR. M. G. CONNELL, accessory sales manager, has taken over export business and MR. P. TYRRELL is now Midlands representative of the concern.

B10

MR. C. E. T. CRIDLAND has succeeded MR. C. R. DIBBEN as chairman of the West Midland Transport Users' Consultative Committee.

CLLR. E. V. HOLT, vice-chairman of Rochdale Passenger Transport Committee, has succeeded ALD. DR. E. H. S. SCARR, as chairman.

MR. F. C. DOUGHTY, West Midlands and Wales regional manager of the John Bull Rubber Co., Ltd., has retired. MR. GEORGE HERBERT TAYLOR will replace him.

MR. STEPHEN FERRY, traffic manager of the Trent Motor Traction Co., Ltd., will leave the company's service on September 30, on reaching normal retirement age.

CLLR. MAYNARD WILLIAM BEASTALL, managing director of Beastalls, Ltd., Tunbridge Wells, removal contractors, was elected Mayor of Tunbridge Wells, last week.

MR. R. W. THORNTON has been appointed sales engineer of Leyland Motors, Ltd. He was previously sales engineer of the company's industrial units division.

MR. BRYN LEWIS, sales manager of the tyre division of the John Bull Rubber Co., Ltd., has been elected chairman of the Leicester branch of the Incorporated Sales Managers' Association.

MR. F. W. PEARCE, South Wales divisional manager of the National Benzole Co., Ltd., has retired. He will be succeeded by MR. D. BIRRELL, manager of the company's consumer trade department.

MR. A. M. CHAMPION has been appointed manager of the vehicle engine sales branch of Perkins Engines, Ltd. MR. L. G. T. ROBERTS has been appointed assistant manager of the industrial engine sales branch.

FORTHCOMING EVENTS

June 14-17.—Institute of Public Cleansing annual conference, Portsmouth.
 July 5-8.—Royal Show, Cambridge.
 September 12-16.—Municipal Passenger Transport Association conference, Douglas, Isle of Man.
 September 18.—Lorry Driver of the Year competition Final, Fort Dunlop, Birmingham.
 September 23-October 1.—Commercial Motor Show, Earls Court, London.
 September 26.—Passenger Vehicle Operators' Association annual dinner, Grosvenor House, London, W.I.
 October 6-16.—Paris Show.
 October 10-12.—Road Haulage Association annual conference, Blackpool.
 November 3-13.—Turin Show.

Case Decided After Two Adjournments

AN application by Messrs. Senator Transport, Great Elm, Somerset, which had been adjourned twice, was finally disposed of by Mr. S. W. Nelson, Western Licensing Authority, at Bristol last week. He granted two additional vehicles of 8½ tons limited to the carriage of road making materials within 100 miles and solid fuels over 25 miles. The original application had been for four vehicles and one low-loader.

Referring to the low-loader, Mr. Nelson said that he was not satisfied that the evidence was either full or cogent enough to warrant a grant.

The suggestion of undercutting, made by several objectors at the previous hearings, was strongly denied by the applicants who claimed that other hauliers would not handle certain materials which were available from local quarries.

NEW LINK IN OWEN CHAIN

THE Owen Organisation has acquired Charles Clark and Son (Commercial Vehicles), Ltd., a subsidiary of Charles Clark and Son, Ltd. The Clark business in Wolverhampton and Shrewsbury is to be reorganized.

MR. A. G. B. OWEN, chairman, MR. N. F. BRICE, MR. E. W. B. OWEN, MR. R. MOULD, MR. M. BEEVOR, MR. G. R. WAGG, MR. W. B. STOKES and MR. B. M. COOPER are directors.

I.R.T.E. Election Results

THE following officers have been elected for the year 1960-61 by centres and groups of the Institute of Road Transport Engineers.

Eastern Centre: Chairman: MR. N. McAndrew (Eastern Counties Omnibus Co., Ltd.). Vice-chairmen: MR. C. E. J. Lines (Eastern Counties Omnibus Co., Ltd.), MR. A. G. Press (former Eastern Traffic Area vehicle examiner), MR. R. F. Wolfe (Eastern Electricity Board). Honorary secretary: MR. W. J. Edbrooke (Chivers and Sons, Ltd.).

East Regional Centre (North West Counties): Chairman: MR. T. P. O'Donnell (Aston-under-Lyne Transport Department). Honorary secretary: MR. E. H. W. Hirst (Temple Press Limited).

North Eastern Centre: Chairman: MR. J. E. Johnson (British Road Services). Vice-chairmen: MR. J. Sommerville (Northern General Transport Co., Ltd.), MR. R. Swann (Durham County Constabulary). Honorary secretary: MR. R. Athey (Goodall, Bates and Todd, Ltd.).

North Regional Centre (North West Counties): Chairman: MR. W. R. Orton (United Bakeries, Ltd.). Honorary secretary: MR. F. S. Livingstone (North Western Electricity Board).

Scottish Centre: Chairman: MR. A. Cameron (Scottish Traffic Area Vehicle Examiner). Vice-chairman: MR. J. R. Rennie (John Barric Contractors, Ltd.).

Southern Centre: Chairman: MR. J. M. Frost (Hall & Co., Ltd.).

South Wales Centre: Chairman: MR. C. Thomas (Caerphilly Transport Department). Honorary secretary: MR. W. K. Cox (Rhonda Transport Co., Ltd.).

South Western Group: Chairman: MR. C. E. Bishop (Western National and Southern National Omnibus Co.'s, Ltd.). Vice-chairman: MR. F. A. Creber (Devon County Council). Honorary secretary: MR. W. H. Sutton (Western National Omnibus Co., Ltd.).

Western Centre: Chairman: MR. G. Yarwood (Hepworth and Grandage, Ltd.). Honorary secretary: MR. N. F. Sims (Aplin-Barrett, Ltd.).

West Regional Centre (North West Counties): Chairman: MR. J. Sharpe (John A. Hunter and Co., Ltd.).

Yorkshire Centre: Chairman: MR. R. L. Edwards (A.E.C. (Sales), Ltd.). Vice-chairman: MR. W. Peckman (Leeds Transport Department). Honorary secretary: MR. C. Chapman (Hindle Auto Products, Ltd.).

June 3, 1960

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Motorway Contractors Paid Rates Said to be Completely Uneconomic

ALLGATIONS that completely uneconomic rates were being paid to tipper operators, by the contractors for the Ross Spur motorway, were made to Mr. S. W. Nelson, Western Licensing Authority, on behalf of the Road Haulage Association, at Bristol on Tuesday, when 14 members opposed the grant of a short-term B licence to Messrs. Price Bros., Swansea.

For the applicants, Mr. A. L. Lowth said that they sought eight 7-ton tippers to carry gravel from South Cerney to the motorway for the contractors, Robert M. Douglas (Contractors), Ltd.

Questioned by the Authority, Mr. W. T. Price said that the vehicles were new models on hire purchase to Price Brothers. The vehicles had been working on the project since May 12, although they were unlicensed because he had misinterpreted a letter from the Authority. The contract rate was 8s. per ton less 5 per cent. Drivers were paid 14s. per load of about 10 tons, for a haul averaging 72 miles.

Mr. R. B. Williams, chief buyer for Robert M. Douglas, said that the rate was one originally quoted by a South Wales haulier, which they considered satisfactory. Although advised by the Licensing Authority to contact the R.H.A. they had not done so because they already had enough offers of transport. Some 150,000 tons of gravel had to be moved by the end of July, at approximately 3,000 tons a day.

Questioned by Mr. T. D. Corpe, for the R.H.A., Mr. W. Eyre, project manager for Robert H. Douglas, said that a rate of 14s. 6d. a ton delivered was agreed with independent gravel pits. This had now risen to 15s. 3d. He did not agree that, at 2s. a ton for getting the gravel, which left 12s. 6d. for haulage, they were making a very nice profit. They were charged 4s. 6d.-5s. a ton. The cost to operate their own lorries was 8s. 6d. a ton. He considered that receipts of 1s. 1d. per mile were reasonable.

Mr. J. F. Cox, assistant secretary, Western Area, R.H.A., for the 14 members, said that they were prepared to put at least 20 vehicles a day, at a rate of 12s. 6d. a ton, at the disposal of the contractor. He said that 7s. 6d. a ton

for a 7-tonner would not meet actual operating costs and even if 10 tons were carried it would not be a fair return for three journeys a day. Many vehicles were only making two trips.

They estimated 1s. 9d. a mile as a reasonable rate, with 1s. 6d. as the absolute minimum for guaranteed work. The Bristol operators considered 15s. a ton as fair for this work, but they were prepared to accept 12s. 6d. If the proposed rates were allowed the effects would be disastrous.

Mr. L. R. Beattie, senior traffic examiner, said that on May 25, when investigations were made between South Cerney and Ross Spur, 42 vehicles passed through check points. Of 33 hired vehicles examined, 10 were breaking B-licence conditions, two were contravening C and one contract-A conditions.

It did not appear that drivers were working excessive hours, but there was evidence of high speeds on return journeys, he said. Vehicles passed a car driven by the witness at speeds of up to 60 m.p.h. Of another 65 vehicles checked similarly, 33 were not displaying licences.

Mr. S. J. Pedlar, secretary of Robert M. Douglas, said that the disclosures would be conveyed to his directors. An immediate investigation would be held, but the next two months were crucial.

Mr. Nelson said that he proposed to grant the Price application, but the evidence had disclosed a disturbing situation. The question of rates had raised an important point of principle. He accepted the evidence of Mr. Pedlar, but his company must realize that they could have been charged with aiding and abetting. He was not satisfied they were paying a proper rate, but too much time would be needed to collect detailed evidence. Steps would be taken to deal with the irregularities, he added.

Inquiry Into Small-bus Operation?

BUS companies in the East Midlands are to ask the Minister of Transport to investigate suspected illegal operation of small buses which are carrying fare-paying passengers in the area. The request will be made through the Public Transport Association and the Passenger Vehicle Operators' Association.

Mr. W. Leese, manager of the Trent Motor Traction Co., Ltd., which operates in Derbyshire, Nottinghamshire, Leicestershire, Staffordshire, and Lincolnshire, commented: "We are being affected by the many 10- and 12-seaters operating in the area." It was a fallacy to think that only the small rural companies were being affected, he added.

There was no doubt that small buses were very active in the area, although he had no specific evidence of loss of trade, said Mr. F. Bloomfield, secretary, Barton Transport, Ltd.

Last week, it was stated that the East Midland Traffic Commissioners would make inquiries about the use of the small buses in the area.

BLACKWALL TUNNEL CLOSING

BLACKWALL TUNNEL will be closed to vehicles from 4 p.m., on Saturday, June 11, until 5 a.m., on Monday, June 13, while work on the new north approach is carried out. Re-routing will be via Rotherhithe Tunnel.

Shorter Working Week Aggravates Peak

CONCENTRATION of peak loadings, which was aggravated by the shorter working week in the engineering industry, was causing operating difficulties, said Mr. Raymond W. Birch, chairman, Yorkshire Woolen District Transport Co., Ltd., at the annual meeting of the company, on Tuesday.

Scholars' traffic had also increased at a phenomenal rate and representations had been made to educational authorities in an effort to alter school starting times. An indication of the volume of traffic was that more than 90 buses, required for the peak periods, were idle for the rest of the day, he added.

Speaking of higher revenue in 1959, Mr. Birch said that this came from coaching operations and express services which more than offset a fall in receipts from stage services.

Referring to the recent application to the Minister, to bring maximum dimensions of public service vehicles into line with Continental standards, Mr. Birch said that as soon as this was done, the company would order new vehicles to effect economies.

HOT TIPPERS UNOPPOSED

AN unopposed application for two specially insulated tippers on A licence was granted to F. Stokes and Sons, Ltd., Preston, at Lytham St. Annes on Monday. Mr. L. H. Shelton, of the Eastern Traffic Area, who was acting for the North Western Deputy Licensing Authority, was told that the vehicles, totalling 13 tons, were required to carry hot asphalt.

Mr. James Stokes said that the company had a fleet of 20 vehicles on A licence and that 80 per cent. of their work involved the carriage of hot asphalt. Since last year work had increased by 13 per cent. and although it had been necessary to sub-contract, suitable vehicles were difficult to hire.

TILLING GROUP PAY RISE

CLERICAL and supervisory staffs of the Tilling Group have been awarded pay increases of between 6 and 9½ per cent., to operate from May 15.

A staff claim, for a 10 per cent. rise, had been made some weeks previously. The employers were not prepared to discuss equal pay for equal work, but they did give the same increases to women as to men.

T.G.W.U. SUPPORT INQUIRY

THE London busmen's demand for a full inquiry into the structure of London Transport is now supported by the Transport and General Workers' Union, but Mr. Frank Cousins, general secretary, wishes it to be conducted on a national scale. Details of the demand for an inquiry will be completed at a meeting of the Union's National Passenger Group Committee on July 13.

Future Motorways May Be Toll Roads: Schemes in Pipeline

BY OUR PARLIAMENTARY CORRESPONDENT

TOLLS for future motorways are being seriously considered by the Ministry of Transport. Traffic on M1 is being evaluated to discover how much of it is long-distance transport. Little has been heard of tolls since Mr. Alan Lennox-Boyd, when Minister of Transport, spoke of the possibility of applying them to big projects.

At that time the M1 was merely a dream, and Mr. Lennox-Boyd's remarks applied mainly to bridges and tunnels.

Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport, let the cat out of the bag when he addressed the Coated Macadam Industries Federation. He said that the Ministry were considering building toll roads.

The Government are under constant pressure to get a move on with bigger and better roads because of growing traffic congestion, and the huge increase in movement of materials by road. Any method which will reduce building costs, or provide a return for money expended, will commend itself.

If the principle were applied to motorways there would always be alternatives for operators who did not wish to pay tolls, in the shape of existing roads. At the moment, tolls enter the long-term

PROFIT AND LOSS

Glacier Metal Co., Ltd., £159,795 net profit after £98,699 tax. Year's dividend 13 per cent.

Ribble Motor Services, Ltd., £362,862 group net profit after £294,706 tax. Year's dividends 10 per cent.

Southdown Motor Services, Ltd., £276,955 net profit after £174,110 tax. Year's dividends 8½ per cent.

Bristol Industries, Ltd., £14,102 group net profit for nine months to December 31 last after £42,912 tax and £86,175 depreciation. No ordinary dividend. (The Transport Development Group, Ltd., have acquired Bristol Industries.)

picture and there is unlikely to be a decision this summer.

There were questions in the House of Commons last week about the large amount of civil-engineering machinery that is lying idle. Contractors have calculated that they could undertake road work totalling £73m. a year more than they are doing at present.

Mr. A. Wedgwood Benn, the Opposition's spokesman on transport, says that half of the heavy roadbuilding equipment of the country is without work. So far Mr. Ernest Marples, Minister of Transport, has been unable to announce any new plans. He says that there are plenty of schemes in the pipeline. There is to be an adjournment debate about it.

Mr. Marples has been under more pressure to divert abnormal loads from the roads. Capt. R. A. Pilkington (Cons., Poole) asked him what steps he was taking to compel large bulk commodities to be conveyed by rail and not road whenever practicable, and ensure that slow-moving vehicles carrying big loads periodically pulled into lay-bys to let accumulated traffic behind get by.

The Minister's reply was that apart from certain controls on the movement of abnormal loads by road, it was the

B.R.S. Drivers and Mates Return

ABOUT 100 drivers and mates returned to work on Monday, following an unofficial strike, at the Ashburton Road depot of British Road Services, Trafford Park, Manchester.

The strike started four days earlier when the men stopped work in support of a driver who had lost his appeal against a week's suspension following a road accident. The driver, Harold Clifton, claimed that he saved the life of a child when he swerved and crashed into a building.

Mr. William MacVe, divisional manager of B.R.S., who heard the appeal, expressed the opinion that Clifton was travelling at an excessive speed. The child's life would not have been at stake if Clifton had been driving within the proper limit, he said.

MASTIFF AT CHESHIRE SHOW

A NUMBER of Thornycroft vehicles will be shown at the Cheshire Agriculture Show, which opens at Hooton next Tuesday, by Frodsham Motors, Ltd., Frodsham, Cheshire. One of the exhibits will be a Mastiff 130 b.h.p. tractor with fifth wheel and tipping gear by the British Trailer Co., Ltd. The vehicle will be fitted with a Boalloy body for transporting bulk grain. Discharge equipment for the three loading compartments was supplied by Messrs. F. E. Callow, Liverpool.

IDEAL SECURITY DEVICE

ADRAFT specification of the ideal device to immobilize a vehicle was submitted on Wednesday to the vehicles security committee of the Road Haulage Association. It will be the yardstick by which entries in the Association's competition for the best security device will be judged.

A Licence Refused for Local Work

BECAUSE the company's maintenance facilities were located in Scotland, J. and A. Smith, of Maddiston, Ltd., Maddiston, near Falkirk, sought an A licence for three local collection and delivery vehicles of 9½ tons, which they proposed to base at Wigan. Mr. J. A. Dunkerley, for Smith, told Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, at Liverpool last week, that if a grant was made the vehicles would be taken to Scotland for overhauls and repairs about once a month.

A grant of a B licence would have been sufficient to cover the work of the vehicles, but the operators regarded it as essential that all maintenance be carried out in Scotland, said Mr. Dunkerley. Most of the fleet was based in Scotland, but the proposed new units would be based at Wigan and operate within a radius of 60 miles.

Recent figures showed that there had been a monthly average of 131 journeys down to Wigan and 142 up to Scotland, it was stated. Traffic was increasing and it was essential to have more vehicles for collection and delivery work. Customers complained of delays and Smith had made several unsuccessful attempts to hire. There would be no increase in long-distance work and when one of the Wigan units was in Scotland they would "borrow" a Scottish vehicle to do the collection and delivery work.

Mr. A. Smith, a director, said that at present this work was being done by the long-distance vehicles, which were double-shifting. He assured Mr. Jolliffe that if an A licence were granted, the only long-distance journeys would be to and from Scotland for maintenance.

For the British Transport Commission, who objected, Mr. J. F. Wrottesley complained that there was inadequate information regarding past operations. Mr. M. Morgan, for Derbyshire Transport, Ltd., who also objected, criticized Smith's rates and contended that the only reason they wanted an A licence was to prevent empty running to Scotland. Mr. S. Moss, for two private road objectors, could see no reason to grant an A licence as the vehicles could be maintained in Wigan.

Mr. Smith, in reply, said that they were proud of their high standard of maintenance and preferred to provide their own facilities. They had adequate modern facilities in Scotland and he saw no reason why they should spend more money in Wigan.

Refusing the application, Mr. A. H. Jolliffe said that a new application should be put in for a B licence in respect of two units for collection and delivery work within 30 miles of Wigan. Mr. Smith's views on maintenance were admirable, he added, but they did not justify the grant of an A licence.

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Western Hauliers Alleged to Gain Licences More Easily than Welsh

SUGGESTIONS that Western Area operators were obtaining steel traffic from South Wales at the expense of Welsh hauliers, because it was more difficult to obtain additional vehicles from the South Wales Licensing Authority, were refuted, at Bristol on Monday, when J. Smith (Bicknor), Ltd., English Bicknor, Glos, applied to add three vehicles of 26 tons to their A licence.

Mr. T. D. Corpe, for the applicants, said that they were old-established hauliers with 18 vehicles on A and seven on B licence. They had applied because there were increasing demands to transport steel. Furnacite and building materials. Vehicles sought were an articulated unit, with alternative tipper and flat semi-trailers; a rigid tipper of 9 tons and a drop-sided vehicle of 8 tons.

Referring to the withdrawal of four South Wales objectors, Mr. Corpe mentioned a letter written to a trade journal by one of them, Mr. J. M. Watkins. The letter suggested that it was so difficult to get licences for additional vehicles in South Wales that hauliers from the Western Area were getting in.

To his own knowledge, continued Mr. Corpe, that was not correct. The South Wales Licensing Authority had granted a number of additional vehicles to carry steel and an application by British Road Services (10 vehicles), was to be heard in Cardiff on Wednesday. It was significant that objection had been withdrawn, he added.

Mr. S. W. Nelson, Western Licensing Authority, said that notice could not be taken of such an allegation. Each case would be dealt with on its own merit.

Mr. T. B. Hannon, accountant manager of Smith, said that the company's turnover for the year ended February, 1960, was £95,326. Hiring amounted to £8,636. Work for Richard Thomas and Baldwins, Ltd., had increased by £10,965 during the past year. Average earnings per vehicle had increased from £3,379 to £3,849 and gross earnings by £18,808. Hiring included every available tipper in the Forest of Dean area.

Location of Base

The company's base was 59 miles from Bristol, 40 miles from the works of Richard Thomas and Baldwins and four miles from the boundary of the South Wales Traffic Area, Mr. Hannon told the Authority.

Mr. John Pallister, a director of Rose, Smith and Co. (Fuel), Ltd., London, said that his company were transporting increasing amounts of Furnacite from South Wales to coal merchants in London, Essex and Hampshire. The applicants were required to carry up to 10 loads a week.

Plant which had cost £60,000 had been installed in a new magnesium stone quarry in the Forest of Dean, said Mr. R. Simms, managing director of Stowfield Quarry, Ltd. Another £100,000 was to be spent on improvements.

For the British Transport Commission, who objected, Mr. R. A. Webb submitted

that although the railways were carrying increasing quantities of steel, there was no shortage of wagons. There was no reason why any steel should go by road, he said. Most of the applicants' traffic arose in South Wales and there were no witnesses as to need for steel.

Asked by Mr. Nelson if the B.T.C. were appealing against the recent grants of additional vehicles without customer evidence, in the South Wales and Western areas, Mr. Webb said he had no instructions on that point.

Granting the application, Mr. Nelson said that it was obvious that transport by road was more economic in some cases. The only effective objection had come from the railways, he said. Customers' needs were the prime consideration. The Bradbury appeal had determined that a Licensing Authority could deal with questions concerning another area, he concluded.

INDEPENDENT GROUP

THE Liverpool Cart and Motor Owners' Association was the only organization that could deal with haulage problems peculiar to Liverpool, said Mr. R. S. Harrison, immediate past president, last week. It was also the only group within the Road Haulage Association which retained its own identity and funds, he added.

Micrograms . . .

Bus Depot Plans: Southend Transport Department is proceeding with plans for the early erection of a bus depot at London Road, Southend.

Not to be Overlooked: Spurling Motor Bodies, Ltd., The Hyde, London, N.W.9, should be added to the list of builders of 12-seat buses published in *The Commercial Motor* on May 20.

New Users' Committee: The Transport Users' Consultative Committee for East Anglia has been reappointed to serve until April 30, 1963. Three new members representing local authorities have been appointed.

Uttar Pradesh Order: An order for 133 Leyland Comet single-decker chassis has been placed with Ashok Leyland, Ltd., by Uttar Pradesh Roadways. This will bring the undertaking's Comet fleet to a total of 646.

Crawley Bus Station: A new bus station in Three Bridges Road, Crawley, was opened last week by London Transport. It houses inquiry offices for London Transport and Southdown Motor Services, Ltd., waiting and refreshment rooms and a staff canteen.

Cars to the North: The Anglo-Scottish Car Carrier, a new express train from London to Newcastle and Edinburgh, went into service on Tuesday. It will carry cars and passengers every weekday until October 1. Journey times will be eight hours to Edinburgh and five hours to Newcastle.

Dangerous Lorry Case Dismissed

SUMMONSES alleging that a lorry had been used in a dangerous condition and had not been maintained were dismissed by Widnes, Lancs, magistrates, last week. They decided that there was no case to answer but declined to award costs against the police.

The charges against Leonard Pritchard, Central Avenue, Speke, Liverpool, lorry driver, and his employers, Fred. Prescott, Ltd., Mersey View Road, Halebank, followed an incident at Halebank when a front wheel came off the lorry.

P.C. Richardson said that he found two locking nuts on the axle had screwed off and the complete wheel assembly, including the brake drum, had come adrift. The threads on the axle were slightly worn, he said. A director of Prescott, when interviewed, denied that the vehicle had not been maintained regularly.

Mr. E. Somerset Jones, defending, said that the bearing was shattered into small fragments. He suggested that the collar shattered and the bearings jammed.

He would produce an expert witness to testify that the metal could become tired and shatter because of a possible fragment of carbon left in the processing of the metal, he added. P.C. Richardson agreed that this could happen.

WORLD FAMOUS FOR QUALITY

"BRITISH goods are famous all over the world for their quality and, in Britain itself, the men of the north are famous for their skills," said Mr. Philip A. Roth, a director of U.S. Industries, the American industrial concern, when he opened a new bay at Burtonwood Engineering Co., Ltd., Lancs, last week.

New Branch: A new branch office of Forward Trust, Ltd., has been opened at 87 Prince of Wales Road, Norwich.

Telehoist Records: Record orders for Telehoist tipping gear and bodies are reported by the directors of Wilmot Breeden (Holdings) Ltd. *

No More Wildcats: A notice condemning unofficial strikes has been circulated by the Oxford district committee of the National Union of Vehicle Builders.

Name Changed: De-Corrosion Services (Norwest), Ltd., recently acquired by C. C. Wakefield and Co., Ltd., have changed their title to Metal Cleaning, Ltd.

Basingstoke Depot: A new bus depot, to be built for Wilts and Dorset Motor Services, Ltd., at Basingstoke, will replace existing offices, workshops and the terminal in Basing Street.

Day Off For Jubilee: Employees of Lake and Elliot, Ltd., Braintree, Essex, will be given a day's holiday with pay when the company celebrates its 50th year since incorporation on June 8.

Land-Rovers Wanted: Tenders for the supply of a number of Land-Rover fire appliances to brigades controlled by the Central Fire Area Joint Committee, County Offices, Viewforth, Stirling, are required by June 18. Details are obtainable from the Firemaster, Central Fire Brigade Headquarters, Meiklehill House, Kirkintilloch, Glasgow.

"Ridiculous Proposition"—B.R.S. Advocate: Authority "Misled"

A RIDICULOUS heavy haulage proposition was how Mr. A. W. Balne described the operation of a low-loader trailer behind an 8-wheeled rigid vehicle, at Birmingham last week. He was representing B.R.S. (Pickfords), Ltd., who objected to an application by Wrekin Roadways, Ltd., Ketley, to Mr. W. P. James, West Midland Licensing Authority. Wrekin sought the transfer of tractor and trailer units from special-A to A licence.

For the applicants, Mr. J. R. C. Samuel Gibbon said that the case fell into three parts, only the first two of which were now the subject of objection. The first was for a light locomotive 21 ft. 3 in. long, 8 ft. 11 in. wide, and weighing 7 tons 16 cwt. 3 qr.; a low-loader trailer, 42 ft. 8 in. long, 9 ft. 6 in. wide, of 15½ tons unladen and an 8-wheeled flat trailer 20 ft. by 9 ft. 6 in., weighing 9½ tons. The normal user sought was "abnormal indivisible loads, Great Britain."

The second application concerned three articulated tractors, with alternative low-loader or flat trailers. The tractors weighed between four and five tons each, and two of them, when drawing low-loaders, could only operate under the "Special Types" Order.

Allegations were made by the objectors, who included Starr Roadways, Ltd., Wynn's Transport, Ltd., and Messrs. Red House Motor Services, that the Licensing Authority had been misled when the 8-wheeled rigid on special-A licence was substituted for a light locomotive in February, 1957. Mr. G. D. James, a director of Wrekin said that for four months it had been used in ballast to tow a low-loader.

This proved unsatisfactory and the vehicle, which weighed 7 tons 19 cwt. unladen, was replaced by a Scammell Mountaineer of 7 tons 13 cwt., which was described on the application form as being a modern vehicle more suitable for trailer work.

Excess Tax Paid

Relying to Mr. Balne, he said that there had been no intention to mislead. Although the tractor was described as a platform vehicle, the maker's name was correctly shown. Excess tax at the goods vehicle rate had been paid since the changeover because he had not known until counsel was engaged for this application, that there was a rebate for a locomotive.

Questioned by Mr. N. Carless, for Starr Roadways and Red House Motor Services, concerning form ZF22A, filled in at the time of the substitution, Mr. James said that he did not know how the Scammell came to be described as having a platform length of 18 ft. 6 in., a width of 7 ft. and a carrying capacity of 15 tons. Mr. Carless pointed out that the maximum payload for an 8-wheeler drawing a normal trailer was about 24 tons. This was more than doubled after the substitution.

After studying the official records, the Authority said that the particular form, unlike others from the company, did not

bear its trading stamp. There was a serious doubt as to who had completed the form and it should go in favour of the applicant.

Mr. Balne submitted that at the time of the substitution everyone was misled because it appeared that the same work would be done as in the past. The introduction of a light locomotive, with a trailer capable of carrying 45-60-ton loads, had resulted in other heavy haulage operators losing business.

The Authority said that it should not be forgotten that they were dealing with vehicles and trailers which had been on special-A licence, under which there was no requirement concerning trailer weights. The important question was that they should be specified under public A licence at weights corresponding to the previous user.

The first application, which specified the light locomotive, one low-loading and one platform trailer, was granted, the second, with two articulated tractors, each with one low-loader and one flat trailer, and one articulated tractor with a low-loader trailer only, also succeeded. The third, for three vehicles totalling 14½ tons unladen, was granted as sought.

FISH ADD TWO

ONE of the oldest road transport concerns in the West of England, J. Fish and Sons, Ltd., Pennywell Road, Bristol, successfully applied to Mr. S. W. Nelson, Western Licensing Authority, at Bristol last week, to add two articulated vehicles to their existing fleet.

Mr. Brian Howard Fish, managing director, said that since 1952 the fleet had been increased by five vehicles but turnover had risen by 102 per cent. They already had eight articulated vehicles but all were overworked, he said.

MUNICIPAL OPPORTUNITIES

Greenwich Works Committee wish to obtain two Thames 7-cwt. vans.

Hampstead Works Committee recommend that four Dennis lorries be purchased.

Barrow-in-Furness Transport Department wish to borrow £52,700 to buy 10 buses.

Downham Urban District Council are to acquire a refuse collector from Messrs. J. Russell.

Grantham Corporation are recommended to buy a Commer lorry from the Champion Depot.

Middlesex Highways Committee wish to buy a sweeper from Johnston Bros. (Engineering), Ltd.

Stoke Newington Health Committee are advised to buy a Morris van from Stewart and Ardern, Ltd.

Burton-on-Trent Corporation seek tenders for the supply of a Morris JB van. An SD refuse collector is to be purchased.

Battersea Highway Committee recommend that a Thames 5-cwt. van be obtained from the Commercial Motor Garage and Repair Co., Ltd.

Hull Corporation are advised to buy one Morris and three Austin 5-cwt. vans, also four Morris-Appleyard ambulances from Jennings (Hull), Ltd.

Take-over Will Not Affect Production

THE announcement last week that Jaguar Cars, Ltd., are to purchase the Daimler Co., Ltd., which includes Transport Vehicles (Daimler), Ltd., manufacturers of commercial passenger-vehicle chassis, was tempered by the statement that current production of buses and military vehicles will proceed without interruption.

The major attraction that the Daimler Co. holds for the purchasers is almost certainly their large factory. Extra manufacturing space is desperately needed by Jaguar, and it is common knowledge that Daimler have not been using all of their 1m. sq. ft. of covered floor space for some time.

There appears to be no reason for thinking that the production of Jaguar cars in the newly acquired factory should oust commercial vehicle manufacture. Indeed, control of Daimler by a company exclusively concerned with vehicle production may provide a valuable fillip for this side of their activities.

MAJOR MOVE TO LANGLEY

MOST of the assembly work on commercial vehicles of the Ford Motor Co., Ltd., is to be transferred from Dagenham to Langley, Bucks. The new facilities are expected to be producing vans by mid-August and trucks by October. Many components for these vehicles will be produced at Langley, but major assemblies such as engines, gearboxes and axles will be received from Dagenham.

The Ford company has operated a plant for engine reconditioning and parts machining at Langley since 1948. It has recently acquired an adjacent building of 300,000 sq. ft. and these premises are being modernized to accommodate the assembly of Thames 10-12- and 15-cwt. vans and vehicles in the Trader range.

BODY PLANT AT LINWOOD

CABS for commercial vehicles will be among new products from the factory when the Pressed Steel Co., Ltd., extend their works at Linwood, Paisley. Bearing in mind the requirements of the British Motor Corporation factory at Bathgate, Pressed Steel have stated that Linwood is one of the logical centres for additional production in Scotland. An extension of 260,000 sq. ft. is planned, but the factory will remain as the railway wagon and rolling stock headquarters of Pressed Steel.

ENGINEERING COURSE

CANDIDATES for the 1960-61 post-graduate course in automobile engineering at the Advanced School of Automobile Engineering, Cranfield, Bucks, should make application as soon as possible. The closing date is August 1. The standard of entry is that of a university graduate or the holder of a diploma in technology, but candidates with other qualifications will be considered. Applications should be addressed to the Warden, The College of Aeronautics, Cranfield, Bletchley, Bucks.



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LEADERSHIP IN LUBRICATION

Hard Fight in Harris Lebus Application

Bid by Furniture Group to Place Fleet Under A-Licence Meets Stiff Opposition

IF the Harris Lebus furniture group were allowed 126 vehicles on A licence, the return loads that the vehicles would bring to London would abstract outward traffic from other hauliers; and if their application were successful, the day of the professional haulier would be over.

Mr. T. D. Corpe made this submission, on behalf of 53 independent objectors, to Mr. D. I. R. Muir, Metropolitan Licensing Authority, in London last week, at the conclusion of a two-day hearing.

Harris Lebus, Ltd., London, N.17, applied through their transport subsidiary, Merchandise Transport, Ltd., Tottenham, for 48 vehicles on an A-hiring allowance, 78 more vehicles and seven semi-trailers on an existing A licence, 38 vehicles at present covered by the A licences of two subsidiary companies, C. E. Dormer (Leyton), Ltd., and C. E. Dormer (Islington), Ltd., and two B-licensed delivery and collection vehicles held by C. E. Dormer (Islington).

Introducing the application, Mr. C. R. Beddington said that from 1928-1949, Harris Lebus relied entirely on hired haulage. When nationalization came they were dissatisfied with the delivery of new furniture by the British Transport Commission, and made arrangements with private companies on a C-hiring allowance. The arrangement grew rapidly, and in 1949 they ordered their own fleet on C licence. The use of B.T.C. vehicles was almost entirely eliminated.

When transport was freed a separate road haulage company, Merchandise Transport, Ltd., was formed. They acquired 19 special-A vehicles from British Road Services which were later transferred to A licences. A further addition was made in 1957, when C. E. Dormer (Leyton) was acquired with 20 vehicles on A licence. In 1958, C. E. Dormer (Islington), with 18 vehicles on A and two on B licence, was acquired.

64 Luton Vans

Mr. Beddington went on to say that the 78-vehicles section of the application included 64 Luton vans and seven semi-trailers which were at present on C licence to Harris Lebus. A further seven Luton vans would have to be acquired. The application for 48 vehicles on an A-hiring allowance also concerned Luton vans and these were at present on a C-hiring allowance to Lebus. They would continue to be hired out, but to Merchandise Transport, instead of Harris Lebus.

It had been decided in the interests of economy that all transport matters should be transferred to Merchandise Transport, and all load-carrying vehicles should be put on A licence. The only difference would be that the vehicles could carry return loads.

Mr. Beddington asserted that return loads should not form any part of the inquiry, and quoted the Transport Tribunal ruling in the Cattell case. The public interest came first, he said; that of persons providing transport should come second. The entire fleet of Merchandise Transport was fully employed, he con-

tinued. Earnings for each vehicle averaged £4,596 per year.

Mr. E. C. Chidwick, secretary of Harris Lebus, stated that the company wanted one contractor to handle the transport of their furniture. They had no intention of changing the operation of their vehicles. Questioned by Mr. H. T. Lennard, for eight objectors, he denied that the application was an attempt to get into haulage to offset turnover losses caused by the current credit squeeze. The aim was to simplify organization and economize on overheads, he said.

Outward Traffic

No more traffic could be carried by the vehicles, said Mr. F. E. Forest, a director of Merchandise Transport and the two Dormer companies, and transport manager of Harris Lebus. At present 61 per cent. of the traffic was for Harris Lebus, and 39 per cent., mostly return loads, for other people. About 4½ per cent. of the outward traffic was for other people.

He told Mr. Corpe that seven additional vehicles were required because of increased turnover and difficulty in subcontracting. The company had spent £40,000 on hired vehicles in 1958 and £100,000 in 1959.

Mr. D. L. McDonnell, for the B.T.C., asked Mr. Forest whether traffic would be taken away from the railways. He was told that if the application were granted, Merchandise Transport would tell customers only that they had more

lorries available. Asked by the Authority how he would ensure that only goods of Harris Lebus would be carried outwards, Mr. Forest said that he would give an undertaking on the subject.

Mr. G. J. Prescott, a director of Guest's Scottish Carriers, Ltd., H. H. V. Guest Road Services, Ltd. and Guest Carriers (Hackney), Ltd., said that he was concerned about return loads. If 126 Merchandise Transport vehicles were "let loose," a far greater number of his vehicles would come back empty, he said.

Surplus of Vehicles

If the application were granted and there were a recession in the furniture industry, there would be a surplus of vehicles. Merchandise Transport could approach other manufacturers in London and take traffic from Guest's. In fact, he said, he knew of a manufacturer in London who had already been "canvassed" by Merchandise Transport, but this was strongly denied by the applicants.

Mr. J. F. Moody, a representative of British Railways, said that Harris Lebus used the railways for sending furniture to remote parts of the British Isles. He thought this traffic would be extremely vulnerable if a grant were made.

In his submission, Mr. Corpe observed that the vehicles under their existing C licences must be paying their way. Full loads on future return journeys would be "sheer profit," he said. If Merchandise Transport obtained their licences, what was to stop other companies in a similar position from applying for A licences?

Suppose the door were opened and licensed operators did not enjoy such a closed shop? Would that be a bad thing, and really contrary to public interest, asked Mr. Beddington. There might be greater competition and a different rates structure, he speculated.

Decision was reserved.

Second Car Transporter Refused

AN application by an Aberdeen haulier for a second licence to transport new cars and tractors north from English factories was refused, last week, by Mr. A. Robertson, Scottish Deputy Licensing Authority. He was told that a grant would seriously jeopardize the London-Aberdeen steamship service. The application, by Mr. John K. Gordon, was supported by three motor agents from Aberdeen, Banff and Elgin.

Mr. Gordon said that railway facilities were unsuitable and that regular cargo steamers between London and Aberdeen operated only once a week. The motor agents said that, because of the sailing schedule, seven days sometimes elapsed before cars could be shipped to Aberdeen. They were anxious to improve deliveries to their customers. Road transport gave a door-to-door service which saved time and labour.

Mr. Frederick T. Farrant, manager and secretary of Aberdeen Steam Navigation Co., Ltd., said that 25-30 cars were taken north every week. They had been carrying cars ever since cars were made, and had never been asked to carry more cars than they could handle. The company also provided storage facilities at their premises.

A direct sailing of 36-hours' duration was offered and, if required, more than 30 cars could be carried each week. They were not exposed to the weather, continued Mr. Farrant. A car transporter, he said, could take 10 cars per week. A second, if allowed, could seriously jeopardize their well-established London-Aberdeen service.

Mr. George B. Strachan, for British Railways, said that they gave a cheaper, faster, and more reliable service than road transport.

Racing Transporter for Scots Team

A TRANSPORTER capable of carrying three racing cars, spare parts and a full complement of mechanics has been presented to the Ecurie Ecosse motor-racing team by the Ecurie Ecosse Association. It is based on a Commer 7-ton extended chassis, and has Alexander bodywork incorporating many novel aids for the speedy handling and servicing of competition cars.

The vehicle has two decks. The lower deck has a crew compartment at the front, a large cabin for spares and equipment, and a 15-ft. space for a car. The upper deck can accommodate two cars, and light-alloy loading ramps are provided.

The chassis was supplied through James Ross and Sons (Motors), Ltd., and lengthened by John Gibson and Son, Ltd. A number of companies supplied parts for the vehicle free or at reduced prices.

Continental-type lighting fittings have been fixed on the transporter, the windscreen of which is raked forward to reduce glare when driving at night.

New Transport Companies

F. G. Wilson, Ltd. Cap. £3,000. Dirs.: Mrs. J. Wilson, Orchard House, 89 Rochdale Road East, Heywood, Lancs., and J. Holden, 467 Bolton Road West, Holcombe Brook, Bury, Lancs. Sec.: J. Holden. Reg. office: 54 Rochdale Road, Heywood.

Margaret Transport and Clearing House, Ltd. Cap. £200. Dirs.: R. G. Jones, 213 Devons Road, London, E.3. H. Hopson, Toms Yard, Bow Common Lane, London, E.3. Sec.: M. C. Cairns. Reg. office: Toms Yard, Bow Common Lane, London, E.3.

Trackpress Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

G. H. and H. J. Mansford, Ltd. Cap. £2,000. Dirs.: G. Mansford, Hillview, Diddingshurh Road, Canterbury Tyre, Brentwood, Essex. H. J. Mansford, 34 Melford Road, London, E.6. Sec.: M. Mansford. Reg. office: 34 Melford Road, London, E.6.

J. H. Willis, Ltd. Cap. £1,000. Subs.: E. Callinan, 183 Raeburn Avenue, Surbiton, A. Denby, 15 Northdene Gardens, London, N.15.

Car Transporter Co. (Lancashire), Ltd. Cap. £2,000. Subs.: F. Wheatcroft, 34 Leggate Road, Heaton Moor, Stockport, and F. Dawson, 33 Regent Street, Newton Heath, Manchester, 10. Sec.: E. Hewitt. Reg. office: 6 Brown Street, Manchester.

Cross and Co. (Demolition and Haulage), Ltd. Cap. £1,000. Dirs.: R. J. Cross, Mrs. B. M. Cross and D. G. Cross, 3 North Circular Road, London, E.4. Sec.: B. M. Cross. Reg. office: 3 North Circular Road, London, E.4.

T. Cooper Transport, Ltd. Cap. £100. Dir.: T. W. Cooper, 68 Albyn Road, London, S.E.8. Sec.: O. E. Cooper. Reg. office: 77 Portland Place, London, W.1.

Baxter's Transport (Waltham Cross), Ltd. Cap. £100. Dirs.: W. G. Baxter and Mrs. V. E. Baxter, 22 Eleanor Cross Road, Waltham Cross. Sec.: S. Hart. Reg. office: 22 Eleanor Cross Road, Waltham Cross.

Crook Carrier, Ltd. Cap. £100. Dirs.: M. Lane and Mrs. E. Lane, 212 Corbets Tey Road, Upminster. Sec.: S. Hart. Reg. office: Pound House, Chobsey, near Reading.

R. W. Tufts, Ltd. Cap. £100. Subs.: M. M. Stringer, 13 The Towns, Carrow Hill, Norwich. Sec.: C. L. Smith, 58 Pelham Road, Norwich.

Wigelsworth's Transport Co., Ltd. Cap. £12,000. Dirs.: B. D. Wigelsworth and M. Wigelsworth, 71 Newland Drive, Scunthorpe, and C. L. Woad, 12 Eyreholme Crescent, Scunthorpe. Sec.: C. L. Woad. Reg. office: East Common Lane, Scunthorpe.

George Westwood and Co., Ltd. Cap. £1,000. Dirs.: G. Westwood, and Mrs. N. R. Westwood, High Ridge, Carrwood, Hale Barns, Altringham, R. N. Fletcher, 14 Normanton Avenue, Salford. Sec.: N. R. Westwood. Reg. office: 7 Lime Bank Street, Ardwick, Manchester, 9.

Hauling Contracts (Birkdale), Ltd. Cap. £100. Dirs.: F. C. Edcombe, 50 Bradfield Drive, C2

Preparing for Polish Exhibition

PREPARATIONS are being made by Dansk Automobil Byggeri, the Danish concern associated with Leyland Motors, Ltd., for the Poznan International Fair to be held in Poland from June 12-26. A Leyland Super Hippo tractor, an Albion Reiver with refrigerated body, an Albion Victor coach and a Leyland Worldmaster chassis will be the major exhibits on the Leyland stand.

The Super Hippo is typical of many prime movers used to haul articulated outifts on the Continent. The Reiver has a body similar to those of 48 Leyland Comets now being operated by Centralna Przemysu Miesnega, Polish state meat organization. The Victor coach is to be operated by Orbis, the Polish state tourist organization, and is one of seven on order.

The Worldmaster chassis has fully automatic transmission and is 33 ft. 7 in. long. It is an LERT 1.1 model with a wheelbase of 18 ft., and its engine has an improved type of air intake.

Rise in Charges in Northern Ireland

ROAD and rail rates and fares will undoubtedly be increased in Northern Ireland if wage increase offers from the Ulster Transport Authority are accepted by the trade unions. Acceptance of the increases will cost a total of £260,000 annually.

Of this amount £185,000 would be set against road transport workers. Drivers, conductors and maintenance men have been offered a weekly increase of 10s. 6d. from May 16, and a reduction in working hours from 44 to 42 weekly from August 8.

The U.T.A. has asked the union to recommend co-operation over the introduction of one-man operated buses, the drivers of which would receive 15 per cent. above the basic rate.

B.I.C.E.R.A. PISTON

REFERRING to a statement made in "Towards Higher Pressures" (*The Commercial Motor*, May 6) a spokesman of the British Internal Combustion Engine Research Association, Slough, points out that use of their variable-ratio piston does not incur a reduction in maximum engine output.

Although automatic ratio control is accompanied by a slight increase in specific fuel consumption above the predetermined load at which control becomes effective, the piston provides a reduction in consumption below a selected minimum load. This results from the action of the piston in raising the compression ratio. It also gives easier starting.

MAIDSTONE BY-PASS OPENED

A FIVE-MILE length of the Maidstone by-pass was opened on Wednesday in time for the Whitsun holiday traffic rush. When completed the motorway will have cost £2,300,000 for the seven-and-a-half miles. Until the western section of the road has been finished drivers travelling from London will reach the motorway by following A2011 through Aylesford.

On completion, they will leave the A20 at a new roundabout at Coldharbour Lane, near the British Legion Village, and join the motorway at a two-level junction which has been designed to fit in with the layout of the future Ditton By-pass. The A20 will be rejoined near Hollingbourne.

"GO SLOW" ON NEW SURFACES

A "GO-SLOW" warning to drivers using newly tarred roads has been issued by the Royal Automobile Club. Reports of tar and stones being thrown up by vehicles travelling too fast over resurfaced roads have already been received.

The British Road Tar Association have pointed out that surface dressing is an economical method of preserving roads, and generally local authorities do their best to minimize the risk of flying chips by following recommendations of the Road Research Laboratory.

"Pirate" Finds

ALLEGED "pirate" Ian Logan, proprietor, with £3 3s. special cost last week, fitting his express car a p.s.v. lice

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"Pirate" Operator Pays Fines at Maryport

ALLEGED to have operated a "pirate" bus service with a minibus, Ian Logan, Church Street, Maryport, taxi proprietor, was fined a total of £6 6s., with £3 3s. advocate's costs and £1 11s. special costs, by Maryport magistrates last week. He pleaded guilty to permitting his vehicle to be used as an express carriage when he did not hold a p.v. licence or a road service licence. Mr. G. N. Worthington, prosecuting for the Ministry of Transport, said that a Ministry examiner saw ten or more people enter the vehicle at a local footwear factory. Passengers were dropped off at different places on the route to Dearham. Later, when the examiner

NO LIABILITY ON RATES

"WE have no regard for the argument that fares should be the liability of the rates—it does not hold water." Mr. C. R. Hodgson, chairman, East Midland Traffic Commissioners, said this, at Derby last week, when Derby Transport Department were granted general fares increases of up to 1d. on nearly all their bus fares.

Told that the recent wage award would cost the department £50,000 a year Mr. Hodgson commented: "The money has to come from somewhere."

stopped the vehicle, the driver, named Harrison, failed to produce a work ticket.

A passenger said that she paid sixpence per journey, or 2s. 6d. a week, to a Mr. H. Hodgson. Mr. Hodgson told the examiner that he hired the vehicle and collected 2s. 6d. per passenger for five days' travel. Logan told the examiner later that he received £1 7s. 6d. a week from Hodgson for the hire of the bus.

The examiner stated that he had previously explained to Logan that he could only do contract work. Logan said, "I thought it was legal."

Mr. Worthington said that if Logan was going to operate at an uneconomic rate the legitimate bus services would lose. People must be stopped from operating "pirate" services, he added.

NEW COACHES FOR WESTERN S.M.T.

A NEW fleet of fast coaches is being placed on regular express services between Glasgow and London by the Western S.M.T. Co., Ltd., Kilmarnock. It comprises 20 Leyland Leopards with Alexander 30-seat luxury bodies. A special heating system, designed by Mr. R. H. Dawson, chief engineer of Scottish Omnibuses, Ltd., has been installed in the vehicles.

There is a toilet in each coach, and a constant hot-water supply from a roof tank fitted with an immersion heater. The vehicles are capable of 50-54 m.p.h., and have powerful air brakes.

Fire Appliance With Gas Turbine

THE world's first gas turbine-powered fire truck has recently been built by the American LaFrance Corporation, Elmira, New York, for the fire departments of Seattle and San Francisco.

Powered by a 325 h.p. gas turbine, made by the industrial products division of the Boeing Airplane Co., Seattle, Washington, the vehicle has a gross weight of just over 14½ tons. The appliance was formerly powered by a reciprocating engine weighing about 1½ tons, but the Boeing unit weighs less than 3 cwt.—about one per cent of the weight of the vehicle. It is claimed that the truck can accelerate from zero to 55 m.p.h. in 34 seconds.

Seattle and San Francisco are cities with many hills and the new appliance will be tested on some of the steepest gradients in each city. The turbine requires no warm-up before starting on a fire call and uses a conventional transmission. Low maintenance cost is another advantage for it is claimed that the engine can be taken down and reassembled in a single day.

INCREASE TO MEET EXTRA £65,000

THE recent wages and conditions awards to provincial bus employees, will cost Cumberland Motor Services, Ltd., about £65,000 a year. Most of this amount will have to be met by increased fares, states the company, who have applied to the Traffic Commissioners for an increase on most fares.

Their proposals cover all fares and 10- and 12-journey tickets with the exception of local town service fares in Workington and Whitehaven which will be unaffected.

BUSES TAKE OVER

CONNECTING services from Inverness station to centres where passenger trains have been withdrawn will be provided by Highland Omnibuses, Ltd., when railway reorganization plans become operative on June 13.

Under this scheme railway passenger services will be withdrawn from 20 stations on the main line from Inverness to Wick. The Dornoch branch and the Forres freight branch will be closed.

MORE PAY FOR ENGINEERS?

A NEW claim for a 20-per-cent. pay increase for engineering workers was "virtually certain," said Mr. D. McGarvey, president of the United Society of Boilermakers, at Ayr last week. He said that productivity had risen but many employers had not passed on the benefits to customers in the form of lower prices.

ANOTHER NEW SCALE

A NEW scale of bus fares was recommended by Halifax Transport Committee, last week, following the reference back by the council, some weeks ago, of another proposed scale. Increases under the new scale are expected to bring in an additional £34,000 revenue—£5,000 less than the original proposals.

Municipal Transport Next Week

OUR next issue will be greatly enlarged and will deal comprehensively with specialized municipal transport. Special articles will cover:

(1) Lessons to be learned by British municipalities from foreign countries.

(2) Desirable features in municipal vehicles.

(3) The growing tendency of Coventry City Council to operate bulk refuse vehicles, partly to counteract the shortage of labour.

(4) Problems caused in public cleansing by traffic congestion, the increasing height of buildings and other contemporary social trends.

(5) The possibility of electric vehicles staging a come-back in public cleansing.

(6) A road test of the Standard Atlas-Lomas ambulance conversion.

(7) Current trends in ambulance design.

(8) The design of mobile libraries.

(9) Vehicle exhibits at the Public Cleansing Conference.

Because of the Whitsun holidays, the issue will be published on Saturday, June 11, instead of Friday, June 10.

All-round Rise at Coventry

REVENUE, passengers and mileage had all increased during a satisfactory trading year which ended on March 31, said Cllr. W. Spencer, chairman, Coventry Transport Committee, last week. A trading profit of £152,267, subject to debt charges and renewal contributions, left a net £56,218 available for appropriation, he added.

Expansion of services was mainly responsible for a revenue increase of £53,315 over the previous year but, Cllr. Spencer pointed out, the recent wage awards would add some £95,000 to the department's annual wage bill.

The committee would have to consider other ways of increasing income to avoid a deficit next year. Consideration would be given to abolition of cheap morning fares and an all-round increase in fares, he stated.

RECORD BUS TRAFFIC

DESPITE growing competition from private cars, Lisbon Electric Tramways, Ltd., last year carried over 7m. passengers more than in 1958, with a record of 381m. The buses carried more than 100m. people for the first time. The growth in tram traffic has been arrested. Since January the company have ordered 20 more front-entrance double-deckers with driver-operated doors.

Lisbon Electric Tramways made a profit last year of £46,806. A dividend of 6 per cent, tax free, is being paid on the ordinary shares.

Progressive Ideas Keep



From Local Cartage, a Family Business Has Built up Connections In Europe, Canada and the United States



(Above) Liverpool pier head makes an impressive background for this Leyland with its Dyson trailer. Bodywork for van and trailer was made to the design of Mr. John Leslie Mason (right) by Marsdens (Coachbuilders), Ltd., Warrington.

FROM local cartage to removals on a national (or even global) basis—that, in a nutshell, is the 76-year story of the family business of John Mason (Wavertree), Ltd. Certainly John Mason's spirit of enterprise led him to advertise that he would carry anything anywhere—although his carefully picked horses went no more than 50 miles afield.

At that time, of course, long-distance work called for liaison with the railways. But now, in addition to a nation-wide road service, connections have been built up with operators on the Continent, in Canada and in America. The company are members of the Federation of International Furniture Removers, the National Furniture Warehousemen's Association of America, and the Canadian Warehousemen's Association.

In 1884 Mrs. Mary Mason was running a coal merchant's business which also involved a certain amount of local cartage. Her son John assisted in this enterprise and at the age of 17 took over the entire responsibility.

Business grew, so that its headquarters, the Mason family home at 85 High Street, Wavertree, had to be supplemented by a warehouse nearby. Towards the end of World War I the offices were removed to 127 High Street, Wavertree, and larger stables and parking accommodation were acquired.

No. 127 is still the company's head office, but in April, 1959, a specially built warehouse added 100,000 cu. ft. to the storage capacity, which ensures

the greatest possible safety for customers' property.

The increasing reliability of the commercial motor vehicle led to the purchase, in 1921, of a solid-tyred chain-drive Albion which immediately increased the normal radius of operation. Further motor vehicles quickly followed.

During World War I, Mr. John Mason, Sr., encouraged his elder son to take an interest in the business and in the early 1920s Mr. John Leslie Mason had a considerable hand in the programme of development.

In 1938 another son, Mr. Stanley Mason, entered the business but was soon to leave for service in the Merchant Navy.

By 1939 horses had entirely given way to a fleet of furniture vans, plat-

form vehicles and containers. As war threatened, extra warehouses were acquired beyond the city boundary for storage purposes even as far distant as Penmaenmawr. Subsequently schools, offices and other organizations were assisted with their evacuation programmes. Later the fleet not only carried war materials during the day but undertook transport duties at night in connection with civil defence.

In 1948 came the establishment of John Mason (Wavertree), Ltd., with Mr. John Mason, his wife, and their two sons, as the first directors.

When new vehicles became available the fleet was gradually modernized. The concern remain loyal to Albions, three of which are at present in use; there are also three Leylands and four Bedfords. With the exception of one



Mason's vehicles are engaged on regular two-way traffic on the Preston-Larne ferry service. This Bedford tractor is collecting a semi-trailer at Preston Dock.

Furniture

Furniture Moving

By Ashley Taylor,
A.M.I.R.T.E.

platform Bedford, all are vans of between 1,200 and 1,700 cu. ft.

Four-wheeled van trailers are towed by the three Leylands, and one of the Albions, while among the Bedfords are two articulated vans employed especially in connection with the Northern Ireland ferry service. Over a number of years the Mason business worked in close co-operation with



B. Dudley and Sons, Ltd., a Bebington removal company, and the latter organization was taken over in 1959.

Two of the prime movers already mentioned are allocated to Bebington. The remainder of the fleet is controlled from Wavertree.

Masons were early users of the Preston-Larne vehicle ferry service. A regular two-way business is carried on, and the Mason vehicles at some periods pass through Preston docks at daily intervals.

A regular service to London and the south coast, operated jointly with F. L. Pettman, Ltd., is a special feature—that company providing depot facilities in London. By association with other south of England operators it is possible to offer distribution of small consignments in the Midlands, the south, south-west, south-east, parts of Wales, Lancashire and Yorkshire. Large loads are naturally carried throughout to their destination by Mason's own vehicles.

Recently, the company has concentrated on developing American and Canadian trade. Household effects received at the ports are lifted from the transatlantic ships and distri-



(Above) Furnishings for the new Corn Exchange building in Liverpool are unloaded from a Leyland Comet-based pantechnicon. (Left) Mr. Stanley Mason, who entered the family business in 1938.

buted to their destinations. Furniture and other property are sent from this country all over the world and at the time of my visit one load, comprising a houseful of furniture, was on its way to the Belgian Congo.

New Feature

A recently introduced feature is the establishment at Wavertree of a receiving depot for manufactured furniture brought in by the makers from High Wycombe, and other centres, for dispatch to their customers. Trade removers also are able to deliver to Wavertree for transport to Northern Ireland. Such items as washing machines, television sets and refrigerators, are brought into the depot for carriage in bulk to Ulster and for this purpose a number of the vans has been fitted for double-deck loading which, incidentally, provides safer transit.

All bodywork is designed by Mr. Leslie Mason and specially built by outside coachbuilders. In order to protect household effects and furniture trade goods from damage during transit, Masons hold stocks of ready-made covers with which to enclose

television sets, refrigerators, washing machines, suites, mattresses and similar articles. Domestic customers are supplied in advance with portable wardrobes in which to pack clothes and personal possessions, and hampers are supplied for the carriage of linen.

The company has built up a staff of wide experience and one member has now exceeded 28 years' service. The management have always allowed each driver his individual vehicle and have tried to avoid any necessity for overnight driving—the day's duties customarily finish between 7 and 8 p.m. Those out on the road telephone head office each day to report progress and obtain instructions.

Switching Over

Only four of the Mason fleet are petrol-engined and the policy of switching over to oil engines is to continue. The mechanical staff at Wavertree carry out inspections each Sunday, and every vehicle has, at least, a weekly check-over. Servicing is performed on a mileage basis and major overhauls are sent to the vehicle manufacturers or to outside specialists. This preventive maintenance system has shown good results over the years and a Leyland Comet, purchased in 1949, gave 250,000 miles before requiring its first overhaul, since when it has continued to run without trouble.



(Above) B.M.M.O. buses in Banbury. The company have 819 double-deck and 873 single-deck buses, and 181 coaches.

ARIGID system of preventive maintenance of major components, based on time and mileage intervals, was discontinued by the Birmingham and Midland Motor Omnibus Co., Ltd., in August, 1958, and was replaced by a flexible system by which parts are overhauled or renewed according to need. This has been outstandingly successful in terms of improving the efficiency of fleet operation as well as reducing maintenance costs, as Mr. E. C. Tuff, chief engineer of the company, demonstrated to me.

Successful application of the system depends on regularly assessing the operational economy of every vehicle with due regard to service conditions, fluctuations in loading, route characteristics and so on. A master consumption chart has been produced, which includes records of practically all the variables that can affect the consumption of oil fuel or lubricant. These variables comprise ambient temperature and barometric pressure, specific gravity of the

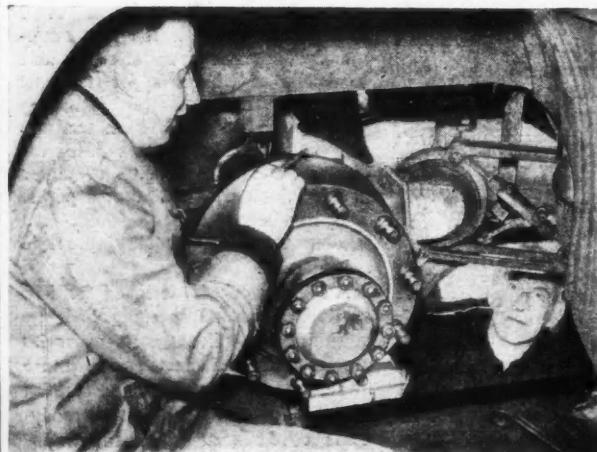
fuel, total number of passengers carried, receipts in pence per bus-mile and the average number of passengers loaded per mile. Although the factors concerning passenger loading are closely interrelated, individual variations are not necessarily reflected in corresponding changes in the others.

In addition, records are kept of the total mileages covered separately by single-deckers and double-deckers on stage-carriage work, of vehicles on express services, and of the coaches engaged in excursions and tours.

Consumption figures for fuel and lubricants are compiled for individual vehicles. Consumptions of different types of vehicle are analysed and the fuel rates of stage vehicles and coaches in four maintenance areas are compared. By a careful study of these figures, any discrepancy is revealed which cannot be explained by obvious variations of service, and this gives an indication of vehicle condition. Obscure but important variables are thus not overlooked and the summary is a key factor in tracing vehicle defects without resorting to preventive maintenance.



(Left) Recently acquired, this electronic computer is working on vehicle and mileage statistics.



MANTE
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A. C. Brock

Maintenance "As Required" THE BEST

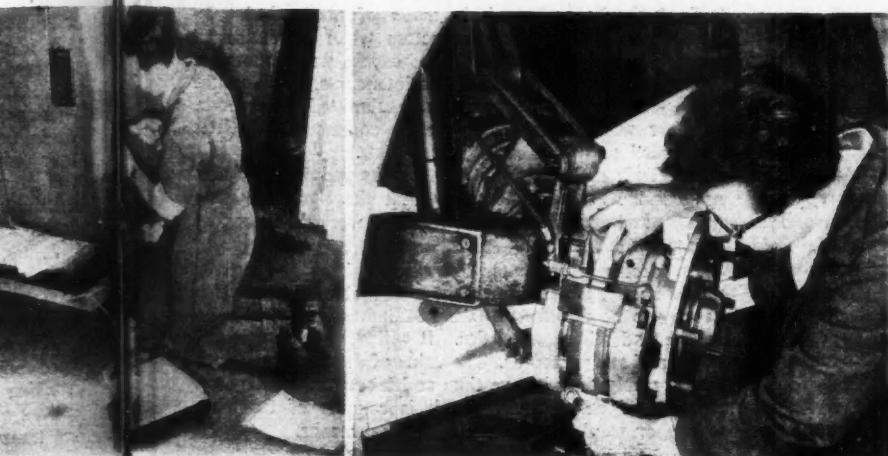
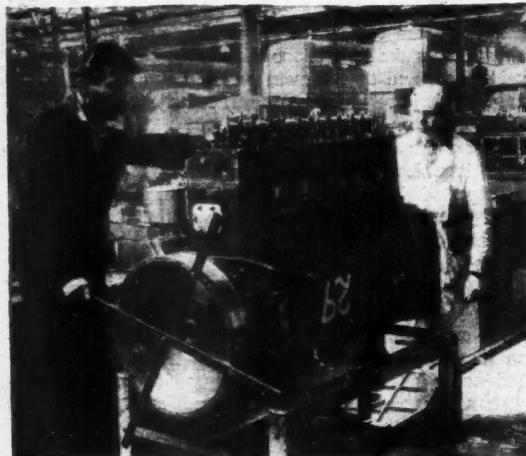
By A. C. Brockington, A.M.I.Mech.E.

The Midland "Red" Fleet Has a Flexible System of Maintenance According to Need: Successful in Terms of Cost and Efficiency it has Operated for Nearly Two Years

(Left) Mr. E. C. Tuff, chief engineer of the Birmingham and Midland Motor Omnibus Co., Ltd. (Below) Power units are replaced only when service life reaches 192,000 miles unless a serious fault develops. Then a reconditioned engine is fitted.

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Three stages of maintenance, where a saving of time and labour has been achieved. (Left) Some 334 vehicles in the fleet are equipped with toggle-link suspension at the rear similar to this. Many of them have covered 300,000 miles without a sign of wear. (Centre) The use of plastics for external curved panels is an important maintenance economy, for repairs can be carried out quickly and easily without the employment of a panel beater. (Right) Disc brakes as seen here require far less attention and have a comparable life to drum brakes, say the company. Here the pads are being replaced, a job which takes less than two hours to complete, both front and rear.

Records of the increases in average mileage between breakdowns indicate the credit due to higher quality of materials and more recently to the advantages of the new maintenance scheme. Between 1954 and 1956 the mileage between breakdowns was doubled, and since 1956 a further increase of 60 per cent. has been achieved. From 1954 to 1956 an average mileage of 93,000 was obtained, and the current figure is 138,000.

A routine inspection is made of each vehicle every 14 days, and consumption rates are checked against records on the master chart. The engineering superintendent has full authority to arrange at any time for the replacement of an engine or major component. In the normal routine inspection, however, his main responsibility is to ensure that checks cover all essential parts.

No Major Replacements

Regular servicing includes an engine-oil change at 8,000 miles and changes of transmission lubricant at mileage intervals of 16,000 to 48,000, according to the vehicle. An A dock at 16,000 miles, a B dock at 48,000 miles and a C dock at 96,000 miles cover detailed investigation of wear in all chassis parts, which are replaced as required. Apart from the renewal of brake linings or pads, on average after 55,000 miles, a vehicle may run without major replacements up to the major overhaul, or D dock, at 192,000 miles. This mileage coincides with the need to repaint and repair the body at two-year intervals.

During a D dock, major units are not changed if their service mileage is less than the normal life between replacements. Thus maximum mileage is obtained from every unit. Engines and other units changed prematurely are overhauled according to their condition.

Apart from rectifying a known defect, top overhauls are carried out at 24,000-mile intervals. Past experience has shown that to top-overhaul an engine at a lesser mileage often results in loss of power and in higher fuel consumption.

Injectors and fuel pumps are replaced at 48,000 miles, unless an earlier change is necessary because of black smoke or poor fuel consumption. Injectors and fuel pumps, together with the fuel filters, which are of the throw-away paper type, are changed.

All power units and major assemblies are returned to the central workshops if a serious fault develops, and the

component is replaced by a reconditioned unit. By eliminating major overhaul work in the garages and applying the same inspection routine to every unit, minor faults in design are revealed with the minimum time-lag.

In addition to the improvement in materials, advances in the use of heavy-duty oils have contributed to increased mileages between major engine overhauls. Some credit must also be given to the use of Glacier centrifugal oil filters.

The figure of 8,000 miles between oil changes was the outcome of studying the variations in oil condition according to mileage increases. Additives were subjected to laboratory testing. Various heavy-duty lubricants are used, but Rotella T oil is employed in the C.M.5 coaches operating the M1 service.

No Loading Failure

Of the 1,877 vehicles in the Midland "Red" fleet, some 334 are equipped with Metalastik toggle-link suspension at the rear and Metalastik independent front suspension units based on rubber springs. Millions of miles have been operated by these vehicles, and there has been no case of loading failure. In the majority of cases the favourable condition of the units has enabled them to be returned to service at the D dock stage without replacement of the rubber components. Many of the vehicles equipped with this suspension system have covered a mileage of 300,000, and in most cases the units show no sign of deterioration. In contrast the mileage of a conventional leaf spring is around 140,000.

Whether or not independent front wheel suspension increases the rate of tyre wear is of major importance to many potential users of the system. Midland "Red" technicians, basing their opinion on a wider practical experience of this type of springing than any other operator of heavy vehicles, believe that wear rate is comparable to the average wear of tyres when beam-axle suspension systems are employed. This view does not make allowances for the higher cornering speeds permitted by independent suspension. The mileages quoted in the tyre companies' contracts are not reduced if the vehicle is equipped with this form of suspension.

Advanced Development

The use of disc brakes by Midland "Red" over a number of years represents another example of advanced development which is of importance to the vehicle industry. Operationally, discs have the outstanding merit that they give fade-free braking under all conditions, whilst the chief maintenance advantage is the ease with which they can be replaced.

To change the pads of front and rear disc brakes occupies $1\frac{1}{2}$ man-hours, whilst to reline drum brakes occupies eight man-hours. The mileage life between replacements is comparable with that of drum linings and the pads require no intermediate adjustment.

Another important maintenance economy is represented by the use of plastics for the external curved panels of all production bodies. Cheaper to produce than comparable aluminium panels, plastics components which have been damaged can be easily repaired at the garage with the aid of standard kits. To engage a panel beater would be grossly uneconomic, as he would normally be under-employed, and the time required for preparing a beaten panel for painting would add to the cost. In contrast, a repaired plastics panel can be scuffed off in the matter of a few minutes.

The use of colour-impregnated plastics panels and fittings also represents a saving in average maintenance costs.

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Contrary to the forecast of some critics of integral construction, the type employed by Midland "Red" has fully proved itself, in terms of reducing overall maintenance costs.

Whilst the organization of major vehicle overhauls and of power-unit reconditioning at the central workshops has not been basically changed over the past 10 years, new methods have been introduced which accelerate maintenance work and increase efficiency. Of the eight pits in the sunken workshop, one is used for repairing damaged vehicles, one for electrical work and the rest are used for D docks.

The labour force is divided into two groups, each of which works on three buses. All the personnel are specialists in one type of job, with a sound knowledge of the other men's work, and this gives flexibility without impairing the value of specialization.

Good staff and labour relations are regarded by Mr. Tuff as an essential element of an efficient maintenance system as they foster "enthusiasm for the job and an appreciation of the other man's job."

Refresher Course

All engineering superintendents are given a refresher course, which includes a period at the central works and in all branches of the engineering departments, to gain up-to-date information on the latest practices and on the general administration of each department. In the first series of courses the engineering superintendents spend a few days in the traffic, the staff and the accountant's departments. At the end of the period they are encouraged to criticize, or make suggestions about, any section which they had visited, and to comment on the value of the scheme itself. This is regarded as a particularly valuable feature of the courses.

Drivers are encouraged to develop their "fault-awareness" faculties, and at the end of every shift any defect, or suspected defect is reported on a "signing off" form. This is checked by the engineering superintendent, and the necessary action is taken.

Good maintenance is further enhanced by the work of the engineering inspectors, who make spot checks of vehicle performance in service. Special attention is paid to the emission of black smoke and any other fault that can increase fuel consumption. A report is made on road conditions generally, including hazards caused by overhanging trees, and driving methods are also observed, particularly in the case of new drivers.

Close Liaison

Spot checks are regularly made of mechanical components by rolling-stock inspectors when a routine pit inspection is carried out. These checks were introduced to assist garage engineering superintendents, to whom the rolling-stock inspectors' reports are submitted. The reports, together with the superintendent's comments, are later forwarded to the chief engineer.

Mr. Tuff emphasizes that spot checks and double checks are conducted in such a way that they promote close liaison, and provide opportunities for free discussions on current problems, at all levels.

An electronic computer has recently been acquired by the company, and although the potential of this machine has yet to be exploited to the full, it has been applied to vehicle and mileage statistics. It will shortly be used for wages and stores records. The value of the machine is such that not only does it save time and labour in working out complicated calculations, but it is capable of far more work than would be possible by normal means.

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Political Commentary
By JANUS

NEVER AGAIN

THE chances that the Channel Tunnel will ever be built are very slender, in spite of the opinions of the eminent members of the Anglo-French group who have made a survey of the subject, and in spite of the plans to keep the public supplied with information. This may not be the fault of the propaganda or the survey. It just happens that the survey as published includes proposals, such as railway development and financial guarantees by the Government, that can hardly at the present time command themselves to public opinion. There is bound to be opposition to the idea that yet more money should be pledged for the construction of yet another railway. Too much has already been staked on the expectation, later to be proved grossly optimistic, that a substantial investment in rail transport will inevitably provide a proper financial return with interest.

The study group have at least considered all the possibilities: a road tunnel, a rail tunnel, a road-rail tunnel, a tube on the sea-bed, and a bridge. They have reached the conclusion that the only way, or at any rate the most likely way, of making the scheme a financial success would be to have a tunnel for rail only. There would be facilities for transporting cars, coaches and lorries, but they would not be able to use the tunnel themselves. The project would cost about £110m., and the net receipts are "estimated" at £13m. in 1965, by which time the tunnel would be ready for use if an immediate start were made, and £21m. in 1980.

Calculations of this kind are inevitably reminiscent of the two reports on modernization already submitted to the Minister of Transport by the British Transport Commission, and perhaps shortly to be followed by a third. A few years ago, Parliament accepted almost with complacency that the losses already incurred by the railways, plus the cost of modernization and of interest payments, would all be recouped within a short time once the advantages of modernization began to make themselves apparent. Never glad confident morning again! Already there is disillusion. Not many people now believe that the railways will ever pay their way, and the Chancellor of the Exchequer has quietly shifted on to the shoulders of the taxpayer the burden of the railway deficits.

Cannot Alter Character

What the earlier over-optimistic forecasts ignored was the economic progress and the changes in the way of living that were bound to continue whatever the Commission might do. Improvements in rolling-stock, equipment and service cannot alter the fundamental structure and character of the railways. They tie traffic too closely to an outworn pattern. The public have grown away from the railways, which will never regain their former supremacy because what they have to offer no longer coincides with public demand.

Much the same fate would attend the tunnel. It was a good idea nearly 100 years ago, when two promoting companies were set up, one British and one French. It was still plausible 30 years ago, when it was the subject of a vote in the House of Commons and was rejected by only 179 votes to 172. The present prospects have been brightened for a short time by the work of the study group, but they scarcely hold out real hope for the future.

According to the report of the group, there would be 3,180,000 passengers and 1,230,000 tons of goods passing through the tunnel in 1965. By 1980, the volume would have risen to 4,831,000 passengers and 1,587,000 tons of

goods. Not all the calculations are available on which these figures are based, but it is not unlikely that the group have failed to take into account trends only now beginning to show themselves.

Some time has been needed to put beyond doubt the success of the ferry service for vehicles and trailers between Tilbury and Antwerp, and more recently between Tilbury and Rotterdam. There have been many difficulties, involving the type of vehicle and of trailer, the correct trailer coupling, restriction on entry into Continental countries, customs and language barriers, return loads, negotiations with Continental operators, and so on. One by one the difficulties have been overcome. In spite of one or two false starts, the roll-on-roll-off technique has come to stay, and it will spread.

For some long time to come, the speed of the cross-Channel journey by sea will not match the average speeds of 65 to 70 m.p.h. forecast for passenger trains in the tunnel, but startling improvements in the performance of ships may not be far away, even if some inventions, such as the Hovercraft, have only limited possibilities, especially in rough water.

Traffic Into France

The freedom of the seas is an important consideration. If trade increased sufficiently, there are several ports in Britain and even more on the Continent between which services could be run. The cost of providing the vessels would bear no comparison with the cost of the tunnel. Once this was built across the Straits of Dover, it would provide an excellent route for traffic into France and perhaps the other members of the Common Market. It might be less useful for traffic consigned to other European countries.

A ferry service to France that was opened some little time ago failed to attract custom and was discontinued. One reason was the tax levied on goods reaching France. An amicable agreement on this kind of problem would have to be reached if there were a tunnel, but the possibility of disagreement cannot be ignored. Users of the tunnel from the British side would be entirely dependent upon French goodwill, whatever the ultimate destination. At present the great motor roads of the Continent do not go through France, a fact that may be another disadvantage to tunnel users.

As was to be expected, the study group concentrated on the problems and possibilities arising from the tunnel itself. They had little to say about the approaches to the tunnel. According to the report, it would have a capacity of at least 1,800 vehicles and perhaps 4,200 passengers per hour in each direction. Nothing is said about the road and rail capacity that would be needed to bring all these vehicles and people to the tunnel and take them away again. It is assumed in the report that, once they had a tunnel provided for them, the railways would give up their shipping services, at any rate on the short sea routes. There would at times be very heavy concentrations of traffic on the Dover road.

The drawback of the railways is that, while they may provide an excellent service between two points, these may in due course turn out not to be the points between which a service is needed. Similar disadvantages may arise from the Channel Tunnel. The pattern of European trade is not yet determined. It may depend on many factors, including the future relationship between the Six and the Seven. In the meantime, British carriers will naturally wish to keep as many routes open to the Continent as possible.



Intensive Working to Meet Demands

DURING the time that has elapsed since details of the new low-price branded petroliums were first published in *The Commercial Motor* dated May 20, many people have asked me: "Who are Jet Petroleum, Ltd.?" They obviously assumed that this organization had only just come into being.

But quite a number of industrial oil-fuel users and corporation transport undertakings could easily have told them, for Jet distributors have been supplying fuel for road vehicles and industrial purposes for some seven years. The company first put their own transport on the road on November 14, 1953, and now have a fleet of 46 commercial vehicles, mainly tankers, in addition to staff cars.

From these facts it will be seen that although Jet petrol is a new enterprise, the company have, for a considerable period, been distributing on a substantial scale. The scope of the business is emphasized by the size of the fleet and its employment factor. The average annual mileage of each of the tankers is approximately 50,000.

All vehicles run double shifts throughout the year,

How the Operations of a Bulk Fuel-supply Company are Planned to Achieve Maximum Efficiency

and during the winter months are operated as near as possible to seven days a week, 24 hours a day. With the intense demand for Jet petroleum, the fleet is being increased in size, but unremitting planning continues to be necessary in order to meet the demands of the customers.

Jet Petroleum are located at Keadby, near Scunthorpe, Lincolnshire, and at Felixstowe, Suffolk, there being 39 commercial vehicles stationed in the north-eastern area and seven in East

Anglia, in addition to management and representatives' cars in each case.

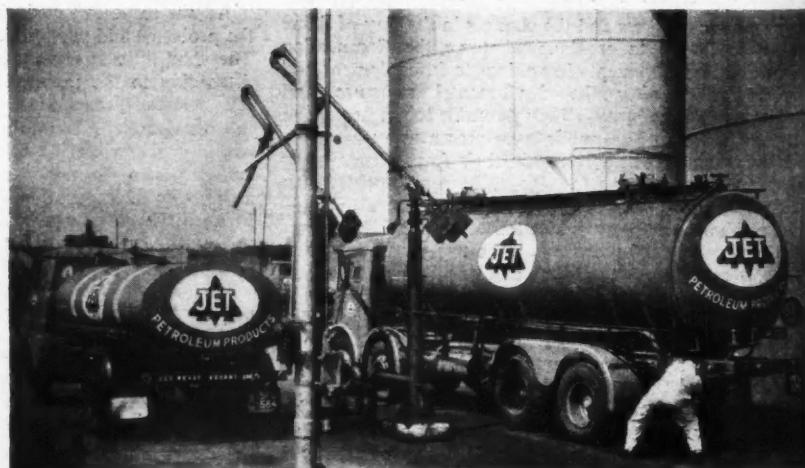
The mainstay of the Keadby fleet are the A.E.C. tankers. There are a dozen Mercury models, of 2,700-gal. capacity, seven Mammoth Major insulated fuel oil vehicles of 3,600-gal. capacity and eight A.E.C. eight-wheelers, five with 4,000-gal. tanks and three of 3,600 gal.

The eight further tankers include seven of Bedford, B.M.C. and Commer manufacture with capacities varying from 1,500-gal. to 2,700-gal. The fleet is completed by a B.M.C. 7-ton lorry, two Morris vans, and a Morris Minor staff bus. The Felixstowe fleet includes a Morris van, the remainder being tankers, which again include A.E.C. eight-wheelers with 4,000-gal. and 3,000-gal. tanks.

Most tanks are of mild steel, and of Darham or Butterfield manufacture. All fuel-oil tankers are lagged and covered with aluminium panels. The vehicles are fitted with Servis recorders.

Mr. H. J. Parker, traffic controller, described to me the area served. This is roughly north of the Thames, south of the Humber and approximately half-way across the country to the west. From Keadby the vehicles operate as

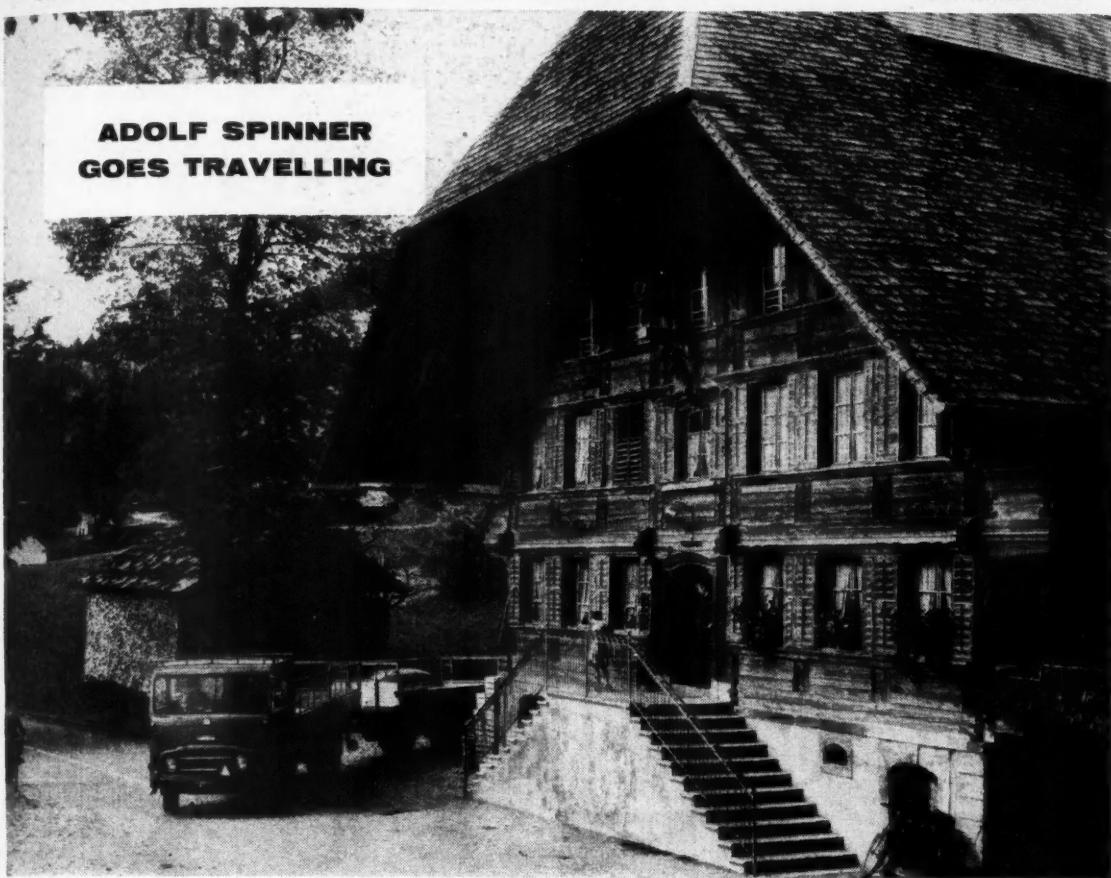
(Continued on page 589)



The company's main premises are at Keadby, Lincs, where there is storage for 11,000 tons of oil. A B.M.C. and an A.E.C. tanker can be seen in this picture.

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**ADOLF SPINNER
GOES TRAVELLING**



Adolf Spinner with his Austin 7 tonner and trailer in the quiet village of Schangnau east of Berne. Alongside, the typically Swiss hotel. Herr Spinner has clocked 55,000 miles in the last three years.



The business of loading hand-made 'shingles' — thin slats of wood used for roofing — begins. Herr Spinner is a well-known figure in the valleys, exchanges greetings everywhere he goes.



The remarkable wooden bridge at Langnau, heavily protected against snow fall. Herr Spinner was once snowed in in his Austin for 7 hours not so very far from here.

How an Austin 7 tonner gets a job done in Central Switzerland

IN THESE PICTURES you see an Austin truck doing a tough job of work in Switzerland. It's a 7 tonner and it belongs to Herr Adolf Spinner of Obfelden, who uses it in his roof-material business. Often this truck and the trailer behind carry 9 and 10 tons of timber: and the truck alone has been over the Alps via the St. Gotthard Pass.

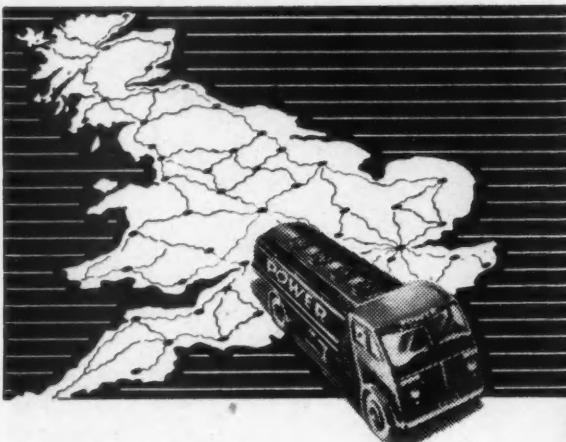
This Austin typifies the solid job that's being done by Austin trucks and vehicles throughout Europe as well as in Britain and the other continents of the world. Just how pleased its owner is you can judge from his remarks: "This Austin gets very heavy use. It must carry heavy loads up and down hills and mountains. But it runs excellently. If I were buying another lorry, I wouldn't hesitate for a moment to buy an Austin."

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far south as Northampton and as far north as Catterick, including all Lincolnshire, Nottinghamshire, Derbyshire and Yorkshire. The company's petroleum products have been distributed to industrial users and municipalities over this area for some years.

When I was at the Keadby plant, at which there is storage for 11,000 tons of oil (plus 6,000 tons to be provided), supplies were already being delivered to over 30 retail outlets in Lincolnshire, Nottinghamshire and the West Riding. Bulk loads were also being transported to certain agency storage accommodation. The tankers are loaded at the depot through swinging loading arms with positive-displacement meters.

Varley D.H. 100 delivery pumps are used. These can, if necessary, pump up to storage tanks above ground level at the rate of 100 g.p.m. Journeys are routed at 4 p.m. each day in readiness for the next day's deliveries, the average length of a round being 180 miles. Some tankers have as many as eight drops per journey. The drivers have specific instructions for each run, but make contact with the traffic office by telephone each day in case it should be necessary for alternative orders to be given.

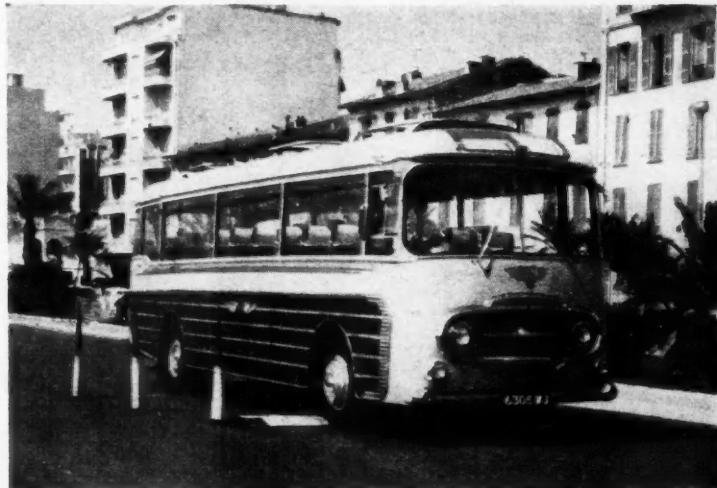
Mr. M. Bassindale is in charge of the maintenance side. The drivers report suspected defects and there is a regular routine inspection, together with general maintenance, based on mileage. Major overhauls are performed by outside contractors.

Refined on Continent

Mr. J. W. Roberts, managing director, told me that his company's products are refined on the Continent and were drawn from their established suppliers in Western Europe and Italy. Jet Petroleum was an all-British organization. Mr. Roberts said that his company had two tankers on charter, and at Felixstowe had similar storage to that at Keadby.

On the retail side, Jet 100, claimed to be equal to the well-known super-premium grades, is being sold at 4s. 5½d. a gallon. The company's standard petrol, which carries the title Jet 90, sells at 4s. 0½d., this spirit being claimed as of higher quality than any regular grade sold from the pumps on the British market.

The figures quoted are approximately 6d. a gallon below those usually charged for the big companies' products. Although in certain places retailers have on occasion cut their own profit margins, selling 2d. or 3d. below the accepted rates, this is the first time since the war that a substantial distributing company have departed from the customary levels.



The A.E.C.-Plaxton coach of Sheffield United Tours, Ltd., undergoing the suspension test on the promenade at Nice. It can be seen that it is being driven over a chamfered ramp. Two other awards were gained as well as the Grand Prix.

S.U.T. Win Outright at Nice Rally

FOR the first time since the event was begun 12 years ago, a British coach gained the Grand Prix in the Nice International Coach Rally, held last week. The award was for the coach gaining the most points in all sections of the three-day event. The rally attracted nearly 100 coaches from six European countries.

"The decision that the British coach should have the premier award was the unanimous one of the judges," said M. Guy Herpin, French Inspector-General of Tourism, at the prize-giving. In addition to the Grand Prix (a Sèvres vase which is to be shown at the French Government Tourist Office in Haymarket, London, W.1), the British coach gained two other awards.

It was an A.E.C. chassis with Plaxton Panorama bodywork entered by Sheffield United Tours, Ltd., and carried off a cup presented by the French Federation of Coachbuilders for its elegance and comfort, and their bronze medal for its standard of seating and general safety.

The coach left Sheffield in the middle of last month with a full complement of fare-paying passengers, and travelled to Nice via Dijon, Stresa and Turin. On the Riviera it took part in technical trials and the concours d'elegance.

Mr. R. Burgin, chief engineer of Sheffield United Tours, Ltd., giving last-minute instructions to Mr. Bert Carr, the driver of the coach, before the road tests.

Mr. Frank B. Ford, sales director of Plaxtons (Scarborough), Ltd., said that he had had some inquiries from foreign operators who attended the rally and were interested in the Panorama body.

Told of the result, Mr. Ben Goodfellow, general manager of S.U.T., stated: "I always knew the Panorama would be a world-beater. The hard work which my company and Plaxtons have put in on the coach in the past few years has been well worth while."

The concours d'elegance which concluded the rally divided the entry into four classes for service, touring, de luxe and inter-continental coaches. Coach-builders who appeared in the awards list included Gangloff, who won both the service and touring classes, Van Hool (de luxe), and Renzo Orlandi (inter-continental).





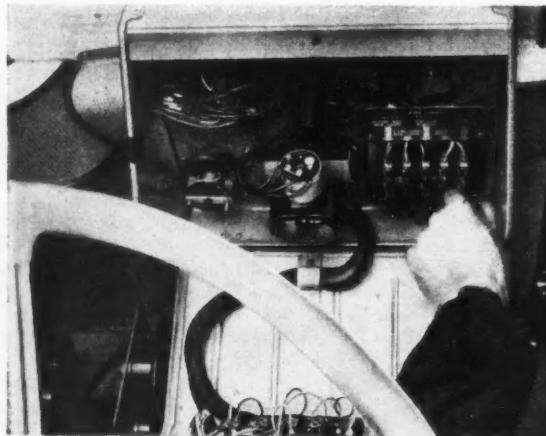
HAVING travelled some 3,400 miles in a Thames-Duple coach during the record-breaking London-Moscow run last year, I can claim to be reasonably well acquainted with the potentialities of this design, particularly for fast long-distance touring.

It was refreshing, nevertheless, to have an almost identical example to myself for two days, so that I could carry out a normal road test along the lines more usually adopted by *The Commercial Motor*. The results

obtained backed up my original impressions of this vehicle, in that, for a medium-priced 41-seat coach, it offers the ability to cover the ground with surprising rapidity, but without exorbitant fuel costs and with a general degree of comfort and silence which is totally unexpected.

The coach employed for the Russian journey had a basically similar chassis to that offered to me for test. The standard rear springs had, however, been replaced by heavy-duty export-type units, and the long-distance

(Right) Good fade-resisting characteristics were shown when the Thames coach was coasted down Bison Hill, the $\frac{1}{2}$ -mile descent in neutral reducing the braking efficiency by only 12 per cent. The wide rear window of the Duple body will be noted.



(Above) All the electrical fuses are housed in a neat compartment adjacent to the driving seat, where they are easy to reach and service. The flashing-direction-indicator motor is located in this box, too.

Ancient and modern. The latest Thames-Duple 41-seat coach is seen passing The George Inn, Enfield, an old-time coaching hostelry. High-speed runs between Enfield and the Coventry area gave a fuel-consumption rate of 13.1 m.p.g.

vehicle had four of the standard 28-gal. fuel tanks. The engine was similar—the Ford 6D 100 b.h.p. (net) oil engine—and my test vehicle had—like the outfit that went to Russia—an Eaton two-speed axle affording ratios of 4.5 and 6.25 to 1.

The chassis specification is generally straightforward and many Thames Trader goods-chassis components are used. Only one wheelbase is offered—17 ft. 8 in.—and the gross weight rating is 8½ tons. The frame has flat-

SILENT, SPE

topped side members and six riveted cross-members. The semi-elliptic springs, which are 45 in. long at the front and 5 ft. long at the rear, are controlled by lever-type dampers.

Driving-control layout differs slightly from that of the Trader models, in that the pedals and steering column are set farther forward in relation to the engine and gearbox. This allows flush-fronted body styling to be adopted without the driver being too far back from the windscreens, but it has the slight disadvantage that the



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The deep, full-width windscreen gives a good field of vision, and the twin electric wipers maintain an acceptable degree of visibility in wet weather. Two well-placed exterior mirrors are fitted to the Duple body.

standard 28-h.p. engine was 20.5 h.p. (net) and the vehicle had a top speed of 50 m.p.h. affording a range of 150 miles.

As generally the Thame chassis components are the same as those offered by the 7-tonner, the gross weight of the vehicle has flat-

INT, SPEEDY, SAFE



has really adequate braking, with 16-in. by 3-in. front brakes and 15.25-in. by 5-in. rear units.

These give a total frictional area of 480 sq. in., compared with an area of 436 sq. in. for the Trader 7-tonner, which can operate at up to 2 tons

higher gross weight. One cannot but help hoping that the passenger-vehicle brakes will eventually be adopted for the goods models.

The Duple body of the test coach carried the type name Yeoman, and differed only slightly from the 1959

Thames Passenger Chassis Shows Ability to Cover Much Ground in a Short Time : Noteworthy Power-unit Quietness

Roll was prevalent when cornering quickly, but the lightness of the steering made the negotiation of tight corners an easy matter for the driver. The coach is seen during the short-distance fuel-consumption test.

model, which formed the basis of the London-Moscow coach. Indeed, from the front, the only really noticeable difference is in respect of the polished trim extending from each side of the radiator grille which embraces the headlights.

Treatment at the rear has been improved, however, by the adoption of a full-width three-piece window incorporating a central emergency exit, which dispenses with the need for a separate emergency exit at the rear on the off side. Another slight difference at the rear is that a one-piece top-hinged luggage-boot lid replaces the two vertically hinged doors.

By the time I received the coach for my test, it had covered nearly 10,000 miles, having been in constant use as a demonstrator. It was thoroughly run-in, and its payload consisted of 2 tons 6 cwt. of sandbags, distributed evenly throughout the length of the body.

Ford's Bert Smith, who had been one of the drivers on the Moscow journey, accompanied me during the testing, and with us aboard the coach was loaded to the equivalent of 41 passengers, driver and 6 cwt. of baggage. With full fuel tank, the kerb weight was 5 tons 11½ cwt., whilst the dry licensing weight was 5 tons 4½ cwt.

I met Bert and the coach at the Chaseside Motor Co., Ltd., Enfield, Ford main dealers. I had intended to



With the plastics engine cowling removed, reasonable access is given to the power unit and its auxiliaries. The fuel-filter element was removed in 50 seconds and replaced in 65 seconds.



ROAD TEST No. 689/M148—THAMES-DUPLE 41-SEAT OIL-ENGINED COACH

MODEL: Thames 17-ft. 8-in.-wheelbase forward-control oil-engined passenger chassis, with Duple Yeoman 41-seat coach body.

WEIGHTS:

	Tons	cwt.	qr.
Unladen (kerb weight) ..	5	11	3
Payload ..	2	16	0
Driver, observer, etc. ..	3	2	
	8	11	1

DISTRIBUTION:

Front axle ..	3	3	3
Rear axle ..	5	7	2

ENGINE: Ford six-cylindered direct-injection oil engine, bore 100 mm. (3.94 in.); stroke 115 mm. (4.52 in.); piston-swept volume 5,416 litres (330 cu. in.); maximum net output 100 b.h.p. at 2,500 r.p.m.; R.A.C. rating 37.3 h.p., maximum net torque 242 lb.-ft. at 1,500 r.p.m.

TRANSMISSION: Through 12-in.-diameter single-dry-plate clutch to Ford four-speed synchromesh gearbox, thence by three-piece propeller shaft to the Eaton 1350 two-speed fully floating spiral-bevel rear axle.

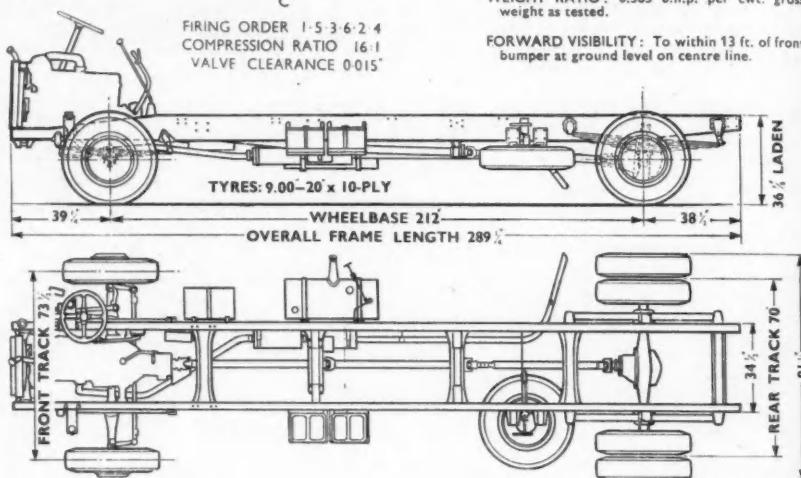
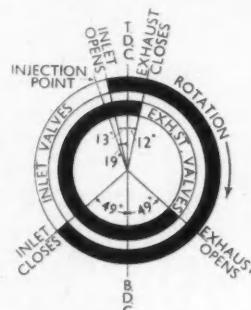
GEAR RATIOS: 6.482, 3.092, 1.686 and 1 to 1 forward; reverse 8.007 to 1; rear-axle ratios 6.25 and 4.5 to 1.

Brakes: Girling hydraulic system with two-leading-shoe units at all wheels, and Clayton Dewandre upright-vacuum servo. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums, front, 16 in., rear, 15.25 in.; width of facings, front, 3 in., rear 5 in.; total frictional area 480 sq. in., that is 56.1 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section, with six pressed-steel cross-members riveted in position.

STEERING: Worm and roller.

SUSPENSION: Semi-elliptic springs, with lever-type dampers at both axles.



ELECTRICAL: 12v. compensated-voltage-control system with 258-amp.-hr. battery.

FUEL CONSUMPTION: (a) Short undulating route, low speed, 19.1 m.p.g. at 27.5 m.p.h.

average speed; (b) 177-mile high-speed run, including 130 miles on motorway, 13.1 m.p.h. at 48 m.p.h. average speed; (c) 65 miles on motorway at full throttle, 13.9 m.p.g. at 58.4 m.p.h. average speed, that is, 164 gross ton-m.p.g. as tested (a), 112 ton-m.p.g. (b) and 119 ton-m.p.g. (c), giving time-load-mileage factors of 4.510 (a), 5.376 (b) and 6.950 (c).

TANK CAPACITY: 28 gal.; range approximately 390-530 miles according to speed and service.

ACCELERATION: Through gears (low axle ratio), 0-20 m.p.h., 9 sec.; 0-30 m.p.h., 18.5 sec.; 0-40 m.p.h., 38 sec.; direct drive (low axle ratio), 10-20 m.p.h., 13.75 sec.; 10-30 m.p.h., 27.75 sec.; 10-40 m.p.h., 47.8 sec.

BRAKING: From 20 m.p.h., 22.5 ft. (19.2 ft. per sec. per sec.); from 30 m.p.h., 50.5 ft. (19.2 ft. per sec. per sec.).

WEIGHT RATIO: 0.585 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 13 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 64 ft. both locks; swept circles, 67 ft. both locks.

MAKERS: Ford Motor Co., Ltd., Dagenham, Essex.

make a fuel-consumption run from there to Coventry, but unfortunately the concern do not have a dev fuel pump, so the main tank was topped up at, and the test started from, The Old Oak Motor Co., Ltd., Enfield.

I was driving the vehicle for this test and chose a route from Enfield through Potters Bar and South Mimms, which took me on to the London-Birmingham motorway at the Park Street junction of M10 and A5. On M1 it was easy to cruise the coach at more than a mile a minute and the speed never fell below 43 m.p.h. up any of the gradients on the north-bound carriageway.

The 65 miles of motorway between Park Street and Dunchurch were covered in 1 hour 7 minutes, which is equivalent to an overall average speed of 58.4 m.p.h. A fuel-test tank was used on the motorway and the consumption rate for the 65 miles was 13.9 m.p.g.

Overall time for the 88.5-mile trip

between Enfield and Coventry was 1 hour 48 minutes, equivalent to an average speed of 49.2 m.p.h. After various tests in the Coventry area, Bert Smith drove the coach back to Enfield at an overall average speed of 46.9 m.p.h. and when the main fuel tank was topped up, it showed that 13.5 gallons of fuel had been used.

13.1 m.p.g. For 177 Miles

This gave a consumption rate of 13.1 m.p.g. for the 177 miles we had covered since leaving Enfield, which excluded the mileage done while carrying out braking and acceleration tests in the Coventry area. The overall average speed was 48 m.p.h.

As these figures had all been taken at almost continuous full throttle, I conducted a further fuel test over the six-mile undulating route between Barton and Clophill which is invariably used when testing commercial vehicles in the Luton area. This circuit was completed at an average speed of

27.5 m.p.h. and the resulting consumption rate was 19.1 m.p.g.

All the fuel figures obtained showed acceptable fuel economy. Under normal touring conditions in Britain, regular coach drivers would probably drive in a manner about midway between that adopted for the short-distance test and that employed for the full-throttle long run, and an overall fuel figure in the region of 16-17 m.p.g. should be obtained. The full-throttle figures show, furthermore, that on Continental touring more than 13 m.p.g. could be expected.

I was surprised, but pleased, to discover how effective the brakes were when these were put to the test on a straight, level stretch of road just south of Coventry. Stops made from both 20 m.p.h. and 30 m.p.h. produced good figures. In all cases both rear wheels locked during these tests, 40-ft. skid marks being left when braking from 30 m.p.h.

(Continued on page 593)

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Hand-brake performance was even more unexpected, as I was able easily to achieve a Tapley-meter reading of 42.5 per cent. from 20 m.p.h., a test which caused the off-side rear wheels to lock. As this meter value is about two-thirds of the reading obtained with the foot brake, the hand brake is an extremely valuable emergency brake.

In view of the relatively high power-to-weight ratio, good acceleration figures were only to be expected, and the time of 38 seconds taken to reach 40 m.p.h. from a standstill is exceptional for a vehicle of this class. Even the direct-drive times were good, although there was rather bad engine and transmission roughness between 10 m.p.h. and 15 m.p.h.

70 m.p.h. Obtainable

During these tests, all of which were carried out with the low axle ratio engaged, checks were made on speeds in all the combinations of gear ratios and gave the following figures: Second-low, 19 m.p.h.; second-high, 24 m.p.h.; third-low, 30 m.p.h.; third-high, 41 m.p.h.; fourth-low, 50 m.p.h.; and fourth-high, 64 m.p.h. This top-gear speed was at the engine governed speed, but on the open road a true speed of 70 m.p.h. is obtainable because of governor run-up.

Bison Hill, adjacent to Whipsnade Zoo, was employed for the hill-climb. This $\frac{1}{2}$ -mile inclivity has an average gradient of 1 in $10\frac{1}{2}$. The ascent was made in an ambient temperature of 55° F. and occupied only $3\frac{1}{2}$ minutes. The lowest ratio combination used was first-high, and this was engaged for 35 seconds, during which time the minimum observed road speed was 12 m.p.h.

It was difficult to take current temperatures because of the shape of the radiator filler neck, but a rough check showed the final temperature to have been 150° F., suggesting a good margin of cooling.

Coasting down the hill in neutral at 20 m.p.h. as a check for fade resistance occupied 2 minutes 24 seconds. Thirty-five seconds were spent in top gear with full throttle applied to compensate for the reduced gradient towards the bottom of the hill.

A full-pressure stop from 20 m.p.h. at the bottom resulted in a Tapley-meter reading of 53 per cent., showing a reduction in efficiency of only 12 per cent. for this extremely severe fade test—sufficient justification alone for the revised braking system.

The hand brake held the coach with ease when it was stopped facing up the 1-in-6½ section of Bison Hill, and on this slope I found it was just possible to make a restart in bottom-high gear. Bottom-low would permit starting on

a gradient of at least 1 in 5, which should be ample for all normal coaching purposes.

Generally, the coach handled well, but it was uncomfortably prone to side-wind wander, particularly on the motorway. Even without a side wind, there were definite signs of steering wander at speeds in excess of 40 m.p.h., which demanded constant correction.

At speeds above 40 m.p.h. I noticed, when riding as a passenger in the rear of the coach, that the suspension also appeared to become a little soft. This introduced undesirable rolling, which could be set up even by overtaking another vehicle.

These two characteristics cannot be unconnected and it is possible that had harder rear springs been fitted, as on the Russian coach (which rode extremely well), passenger comfort would have been increased and driver fatigue reduced. The roll tendency was marked also at speeds below 40 m.p.h. when cornering quickly, but a slight change in the rear suspension should effect a cure.

The Thames-Duple is a particularly quiet coach to travel in, as little engine noise enters any part of the body and only slight gearbox and axle noises become apparent at times. The all-round field of vision for both driver and passengers is good, and the revised rear-end glazing gives a better field of vision to the rear than last year's styling.

The extractor vents in the roof are most effective, as are the two body-heating units located under the seats, although their benefit is rather localized. Generally, the body was free from rattles. The drop windows, however, caused minor draughts.

Einmischung?

The test coach was equipped with an H.M.V. Radiomobile radio and public-address system, which gave plenty of volume with good tone, but, strangely enough, was subject to interference from the German-made flashing direction indicators.

Of the many extras on the body, one which appealed to me most was the full-width mud flap running across the body behind the rear wheels. Not only did it reduce mud splash on to the rear windows in wet weather, but—and particularly important—it reduced the spray thrown on to other vehicles on the motorway.

For the maintenance tests I ran the vehicle into my own front drive, thereby demonstrating its good manoeuvrability. The checks showed generally good accessibility to all those components needing regular attention.

Engine-coolant level was checked in

12 seconds, and I spent 1 minute 23 seconds verifying the engine-oil level, for which it was necessary to remove the engine cowl and muff. There is a trap in the floor to gain access to the gearbox, but it is easier to check its oil level from beneath and this took only 57 seconds.

Rear-axle oil level was verified in 1 minute 13 seconds, again from underneath the vehicle. The four batteries are mounted on the left frame side member, and can be reached through a floor trap under the near-side seats next to the entrance. Unfortunately, six of the 12 filler plugs were extremely tight, so I managed to check only half the electrolyte levels and even this took five minutes.

Trap on Panel

The brake-fluid reservoir is located to the right of the radiator block and a trap on top of the facia panel gives access to it, so that I was able to check its level in 38 seconds.

To reach the fuel and air filters, removal of the engine cowl is again necessary. The cowl takes only 18 seconds to lift off, but, because of its flexibility, it is difficult to replace and on one occasion I spent 1½ minutes in refitting it. With the cowl off, I removed the element of the fuel filter without difficulty in 50 seconds and replaced it in 65 seconds.

The air filter is reasonably easy to reach, although it is mounted well to the front of the engine, and it took me only 3½ minutes to remove and replace the filter element with the cowl already off.

Electrical fuses are housed in a neat switch panel to the right of the driving seat, where the direction-indicator flasher motor is also located. The fuses are clearly labelled and easy to reach and it took me only 1 minute 20 seconds to replace the fuse wires in one of them.

A winch mounting is provided for the spare wheel, which is located on the left of the chassis frame. Unfortunately, the coach was not carrying a wheelbrace to undo the securing bolts, so I was unable to remove and restow the wheel. It should not be difficult, however, although the winding handle looked rather ineffective.

The basic price of the Thames passenger chassis is £1,175 and the Eaton two-speed axle costs a further £100, with 9.00-20-in. (12-ply) tyres listed at £43 extra in place of the standard 8.25-20-in. (12-ply) tyres. The standard price of the Duple 41-seat body is £2,730, and the extras fitted to the test vehicle added £348 4s. 6d. Some of these extras were glazed roof panels, heaters, radio, headrest covers, wheel discs, mesh baggage racks and mud flap.

TOO rapid expansion has been detrimental to the continued independence of many hauliers since denationalization. But others, like Orrell and Brewster (Transport), Ltd., Gateshead, have prospered through a policy of a gradual build up, followed by consolidation.

Returning to haulage with the purchase of a three-vehicle British Road

From a Motor Cycle to a Fleet Strength of 70 Vehicles was the Pre-war Record: Since Denationalization it has Been Found that to . . .

ments are kept, whenever possible, on day-work and with one driver, until they are thoroughly run in. The trunk vehicles are given the easiest loads, such as single drops, in order to obtain a timetable turn-round. Even so, dock delays at Manchester and Liverpool are pressing the need for a collection and delivery vehicle in the north-west. The company have a Manchester office, with a manager



(Above) The oldest vehicle in the fleet, an A.E.C. eight-wheeler first registered in 1938, is sent on its way by Mr. F. Hellier, transport manager. (Right) A modern A.E.C. Mustang discharges a load of lubricants, which are handled for C. C. Wakefield, Ltd., from the Hawks Road depot. Goods are handled mechanically by fork-lift truck.

Services unit in 1954, the company now operate 33 vehicles under A, B or contract-A licences, all of the platform type.

Because of the scarcity of certain makes of vehicle, and the necessity of buying B.R.S. throw-outs to obtain special-A licences, it was not possible, at first, to standardize. The aim of Mr. T. Orrell, the present managing director, is heavy A.E.C. vehicles and Bedfords. The present strength comprises seven A.E.C. multi-wheeler, and the remainder are mainly Bedfords and Thematics.

Like many other hauliers in the Northern Traffic Area, Orrell and Brewster have had difficulties over the interpretation of normal user for A-licensed vehicles. A particular instance was in October, 1959, when the Licensing Authority questioned the use of three vehicles, whose normal user was for the carriage of fruit, furniture and paint within Northumberland, Durham and Yorkshire, on the trunk service to Lancashire.

Composite User

There had been a gradual change in the operations of these three vehicles within the fleet over several years, and in order to obtain proper interchangeability it has been necessary to secure a composite normal user to cover all the A-licensed vehicles.

The depot at Hawks Road, Gateshead, purchased from B.R.S., has ample space for expansion. Plans were prepared to build a modern depot on the site, but work had hardly started when, in July, 1956, Mr. Frank Orrell, the founder of



the business, died after a short illness, at the age of 64.

In order to counteract the effect of death duties, his son, Mr. T. Orrell, the sole working director, decided to suspend building operations temporarily.

Plans are now in hand for the Hawks Road extensions to go forward. They include a two-storey office building, maintenance and fitting shops, and additional warehousing facilities, which are to be built by Orrell employees. This is a long-term project.

Mr. Orrell's immediate vehicle target is to build up a fast modern fleet by replacement, before adding to its number. Bedfords, in particular, have proved entirely satisfactory, and he is well pleased with the new vehicles powered by direct-injection diesel engines.

In pre-nationalization days, Mr. Frank Orrell pioneered long-distance services from the north-east to Lancashire, and the company still specialize in traffic between these areas. Services are in regular operation to Manchester and Liverpool, and there are also daily services from Gateshead to the Midlands and the south.

Twenty-four-hour operation is severe on the trunk vehicles, and new replace-

By G. Duncan Jewell

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On the maintenance side, overhauls, or repair jobs outside the usual run are handled by an associate company, J. Brewster and Co. (Engineers), Ltd. The managing director, Mr. J. Brewster, has an interest in the haulage company, while Mr. T. Orrell is similarly a director of Brewster's.

The business originated when Mr. Frank Orrell, a native of Darwen, Lancs, realizing there was a demand for road haulage, left his job as a mechanic in Newcastle upon Tyne and bought a motorcycle combination, establishing himself as a carrier by delivering goods in the sidecar. The following year he was able to purchase a van, and by 1929 was operating three vehicles.

In 1937 he controlled more than 70 vehicles, operating to all parts of Great Britain, and pioneered trunk services to

and from the north-west. In October of that year, Sir John Maxwell, then Northern Licensing Authority, officially opened the company's new garage and workshops on the Team Valley Trading Estate. Fitted with spacious loading bays, a 10-ton travelling crane, and giving ample vehicle parking space, it was something of a novelty in those days in having repair shops with up-to-date maintenance facilities. Sir John congratulated Mr. Orrell on the provision of these features and remarked that he was alarmed at the state in which some commercial vehicles were allowed on the road.

After developing services in the Humber area, and to Merseyside, with branch depots at Hull, Manchester and Glasgow, the company became a member of Transport Services, Ltd., under the title of Northumbrian Transport Services.

At the same time, Mr. T. Orrell was appointed general manager of an associate company, J. Blamey, Ltd., Felling-on-Tyne.

When nationalization came, both companies were absorbed by B.R.S., the Orrells, senior and junior, remaining as unit managers. At a later stage, when the north-eastern units were merged, Mr. Frank Orrell was promoted group manager and traffic superintendent.

Since their return to private enterprise, the company have steadily grown, and Mr. T. Orrell is building solidly and soundly towards a prosperous future. An example of his foresight is that Hawks Road is scheduled for development as one of the principal secondary roads out of Newcastle, and the company have obtained planning permission to develop part of the depot site as a filling station.

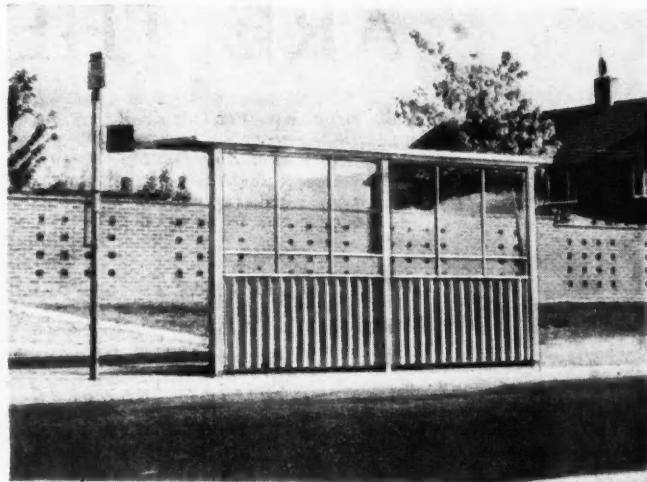
New Equipment and Publications

Hammer Action

TWO Blackhawk tools are now available in this country from E. P. Barrus (Concessionaires), Ltd., 12-16, Brunel Road, Acton, London, W.3. The Sioux Slugger is basically an air-operated hammer. It is offered with a standard range of tools which includes a cutter, a chisel, a scraper and a rivet breaker. A metal punch, a panel crimping and an attachment for breaking spot welds are among the extra equipment available.

A three-roller chuck incorporated in the Sioux valve refacer is said to provide accuracy to within 0.005 in. on valve faces, even if the valve is removed from the chuck during the facing operation. The machine, which is designated the 645-L will carry out all refinishing processes.

This bus shelter, manufactured by Hawker Siddeley (Hamble), Ltd., is fabricated from magnesium alloy. This material does not require painting and, due to its light weight, makes the shelters easy to erect.



Immediately after it is applied by brush, spray or roller, the paint is medium-grey in colour and has a semi-gloss finish. After about two years the finish becomes lighter until it resembles uncoated stainless steel.

Apart from good corrosion resistance, the paint has a very smooth finish which tends to shed dirt. At present, inquiries about it are being handled by Anthony Edwards and Associates, 57 Talgarth Road, London, W.14.

Element Range

OVER 200 types of paper, felt and cloth filter elements are now being manufactured by Remax, Ltd., Remax House, Alfred Place, London, W.C.1. The elements are designed to replace original equipment and models are offered for most British and foreign commercial vehicles, cars, motorcycles and stationary engines.

Attractive Shelter

USE of magnesium alloy in place of steel for the construction of bus shelters by Hawker Siddeley (Hamble), Ltd., Hamble, Hants, has increased their

attraction. The alloy does not require painting and, because of its light weight, makes the shelters easier and quicker to erect. The basic design of the Hawker Siddeley cantilever-type shelter has been approved by the Council of Industrial Design.

Standard Stretchers

DIMENSIONS for stretchers and stretcher-carriers in ambulances and aircraft are detailed in B.S. 896: 1960, available from the British Standards Institution, Sales Branch, 2 Park Street, London, W.1, at 3s. The Standard conforms with the recommendations of the International Organization for Standardization on this subject.

Hard Wear

CHROMIUM-PLATED thin and thick steel cylinder liners for industrial and commercial-vehicle engines are offered by Sheepbridge Stokes, Ltd., Chesterfield. Conversion kits consisting of cylinder liners and pistons complete with rings and gudgeon pins will be available shortly.

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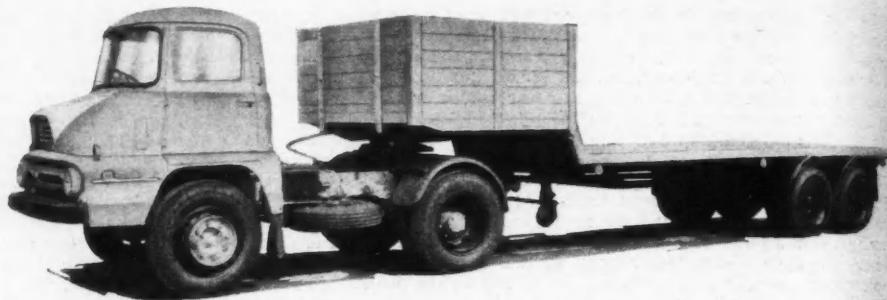
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Frank G. Gates, Ltd., 79 High Road, London, E.18, have supplied 12 outfits of this type to A.E.I. (Woolwich), Ltd., for the transport of cable throughout the country. The tractor is a Thames Trader 6D shortened to a wheelbase of 7 ft. 9 in. by Baico, and the semi-trailer a Taskers 10-12-ton step-frame type with four-wheeled bogie.



Planning for Profit

Three-tier Cattle Trucks— ARE THEY LEGAL?

A HAULIER has inquired whether the mounting of three-deck cattle-carrying bodies would be legal on four-wheel chassis. There is no specific restriction on such vehicles, but Regulation 73 of the Motor Vehicles (Construction and Use) Regulations, 1955, relates to safe loading. It would be a matter to be considered in each individual case whether or not three-tier cattle trucks could be loaded so as not to contravene this Regulation.

It could be that when sheep were carried, those on the top tier might suffer injury by being thrown about, especially when the vehicle was travelling over rough farm tracks.

The main provisions of the Transit of Animals (Amendment) Order would also have to be considered. The statutory powers contained in this Order relate to the prevention of over-crowding, the tying of animals, and require the floors of the vehicle to be fitted with battens or other means to prevent animals from slipping.

It is also required that there should be adequate and suitable ventilation, and that there should be provision of facilities for the loading or unloading of animals from each floor.

There would be danger to animals carried in the top tier unless they were protected in some way. Cases have been reported where animals have been hit by overhanging trees, and either knocked down or accidentally thrown out of an open top deck. The provision of a light slatted roof, or a small-mesh heavy net tautly secured over the top of the vehicle is therefore recommended.

Partitioning would also be advisable for dividing animals within the lorry so that the whole load would not be crushed to one side because of sudden braking and swerving, thus rendering the vehicle more unstable.

A departmental working party has been set up to review the various regulations with the object of simplifying and bringing them into line with modern developments, but this is expected to take some time.

*

QUARRY owners ask for details as to the maximum legal gross loads and dimensions for goods vehicles in this country. They say they are particularly interested in the regulations applying to a four-wheeled tractor and a six-wheeled independent trailer, an articulated outfit and a rigid eight-wheeler; or alternatively a six-wheeler with or without an independent four-wheeled trailer.

The maximum laden weights are:—four-wheeler, 14 tons; six-wheeler, 20 tons; and eight-wheeler, 24 tons. The maximum

weight for a trailer is also 14 tons. The maximum permitted total laden weight for a vehicle and trailer is 24 tons, or 32 tons if fitted with power-assisted brakes.

The vehicle and trailer independently, however, must still comply with the regulations concerning their individual weights. For an articulated outfit with a two-wheeled semi-trailer, the maximum permitted weight is 20 tons, or 24 tons if the semi-trailer is fitted with four or more wheels.

There is no corresponding variation in the maximum permitted laden weight of a drawbar trailer relative to the number of wheels, which may be thought to be an anomaly.

In addition to these restrictions on the total laden weight of a vehicle, there is also a limitation of 9 tons on any two-wheeled axle. Where there are more than two wheels in line across a vehicle or trailer chassis the weight on all these wheels must not exceed 11 tons. If, however, the centres of contact with the road between two wheels are less than 1 ft. 6 in.

apart they are counted as one.

The maximum permitted length for a rigid goods vehicle, whether four-, six- or eight-wheeled, is 30 ft. A further 22 ft. is permitted for a drawbar trailer and 35 ft. for the overall length of an articulated outfit.

Goods vehicles or articulated tractor units weighing less than 4 tons unladen may be up to 8 ft. wide, whilst below that weight they are limited to 7 ft. 6 in.

*

REFERENCE is frequently made in readers' inquiries to the transfer of a carrier's licence in connection with either the purchase or sale of a haulier's business. A typical example relates to a 30-cwt. van which a reader has operated for many years and now wishes to sell. He asks what would be a fair price for the A licence.

It cannot be over-emphasized that under the Road and Rail Traffic Act, 1933, a carrier's licence is personal to the holder. There is nothing within the Act which gives to the holder of a licence any right to the continuance of any benefits arising from the licence. A licence cannot be either transferred or assigned except as provided in the circumstances of death, incapacity or bankruptcy.

Where a genuine sale of a haulage business is contemplated, the procedure would be for the holder of the licence to notify his local Licensing Authority that he wished to surrender his licence, or licences, and at the same time for the prospective

(Continued on page 597)



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operator to make application for new licences in his name identical to the ones being surrendered.

Assuming there is ample work to justify the continuance of the original licence, the new operator would be in a good position to succeed in his application.

*

PREVIOUSLY engaged upon local delivery work, an ancillary user is contemplating journeys farther afield, and asks for details as to the rates of pay relative to overtime working and subsistence allowances. He appreciates that there are, in fact, no statutory rates of pay and conditions regulating C-licence drivers as such, although there may be limited schemes within specific industries.

For regular workers, other than milk workers, the first six hours of overtime in any week, exclusive of Saturday and Sunday, are determined by the Road Haulage Wages Regulation Order, R.H.(68), as payable at the rate of time-and-a-quarter. After the first six hours, exclusive of Saturday and Sunday, the rate increases to time-and-a-half. This is also the rate for work done on Saturday, whilst on Sunday double time is paid.

There is also the proviso that time worked in excess of eight hours on any day Monday to Friday in the case of a six-day worker, and in excess of nine hours on any day Monday to Thursday, and eight hours on Friday, in the case of a five-day worker, shall be regarded as overtime.

Regarding time worked on Saturdays, overtime rates are payable in the case of a six-day worker in excess of four hours, and all time worked after 12.30 p.m. In the case of a five-day worker, all time worked on Saturday is considered overtime and, in addition, any period less than four hours is deemed as four hours.

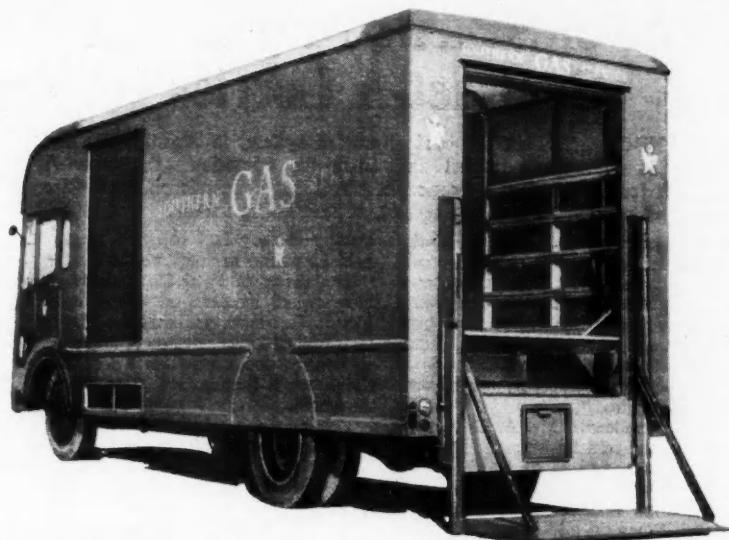
Where a driver's period of rest occurs away from his home depot, he is entitled to a subsistence allowance of 16s. in respect of each period of rest not exceeding 15 hours continuous duration. Where this period does exceed 15 hours, the driver is considered to be on duty, and is entitled to be paid, in addition to the 16s. subsistence allowance, at the time rate which would be payable if he were actually at work for the period he was resting in excess of 15 hours.

If the period of rest exceeded either 24 or 23 hours, according to whether a driver was a five- or six-day worker, these arrangements would continue to apply until he resumed actual duty.

As the operator making the inquiry is situated in an area designated Grade 1 under R.H.(68), the basic minimum remuneration per week for an adult driver in the three categories of vehicle he employs would be as follows:

Up to 5 tons carrying capacity, £8 8s.; over 5 tons and up to 10 tons, £8 15s.; and over 10 tons to 15 tons, £9 1s.

The body of this Dennis Pax Mark III, operated by Wm. Walker and Sons, Ltd., Bolton, has two sections. The front is an enclosed compartment with a sliding door on the near side and a Perspex roof. This is used to carry high-quality leather for women's wear. The open rear portion is employed for the transport of the company's standard skins. The body was built by the chassis makers. The Old Trafford Motor Engineering Co., Ltd., Talbot Street, Manchester, 16, supplied the vehicle.



Sparshatt's (Metal Bodies), Ltd., Southampton, built this body on a B.M.C. 4-ton chassis for the Southern Gas Board to carry heavy stoves. An Edbro 1½-ton tail-board loader has been fitted. The body is of patented tube-and-block design, Argonarc welded to form a unit. The sides are of light alloy and the roof of translucent plastics. The floor, which is of aluminium planking, is bolted to an underframe which incorporates a tunnel for the stowage of lengths of piping. The rear and two side apertures are enclosed by roller shutters.

CLARIFICATION of comparative operating costs shown in the 43rd edition of "The Commercial Motor" Tables of Operating Costs" is asked for by a reader in the north-west. His question concerns the 10-ton articulated vehicle shown in Table 5 and the rigid six-wheeler in Table 3, also with 10 tons carrying capacity.

Although there is this similarity in carrying capacity, these two vehicles are of substantially different types. It is one of the post-war developments that the range of goods vehicles offered by the quantity-production manufacturer has steadily widened, with the result that there is now some overlapping with sizes of vehicle which were once considered to be limited to the makers of higher-priced models.

In this case the example used for the 10-ton articulated vehicle had a tractor unit based on a 7-ton quantity-produced chassis. The rigid six-wheeler, however, was of much more robust design and capable, if necessary, of hauling a drawbar trailer.

In the two examples quoted by the reader, the standing cost in respect of interest is shown as 45s. 7d. per week for the rigid six-wheeler but only 37s. 11d. for the 10-ton articulated vehicle. These relative costs are indicative of the average price of these two vehicles, and it would be reasonable to expect a much longer life for the rigid six-wheeler. S.B.



End of Seller's Market Hits Contract-A Lorries

ABANDONMENT of the coal allocation system, in April, 1959, had ended the seller's market and made the operation of contract-A vehicles for coal factors uneconomic, Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, was told, at Sheffield last week.

British Railways and 35 south Yorkshire hauliers objected to an application, by Peter Slater, Ltd., to put 39 former contract vehicles on a new B licence with conditions: "coal, coke, salt, sulphur, pitch, phosphates, sand, gravel, lime, oxide, shale, sulphide of iron, chrome ore, pyrites, pig iron, fluospar, wheat and bricks, as required."

For the applicants, Mr. A. Goss, said that 12 of the vehicles were still on contract-A licence, and 27 on short-term B licence. If the application were granted no additional vehicles would be put on the road. When the allocation system was in operation, weekly fluctuations were small and contract operation was ideal.

Since then customers sought coal only when required and no longer held stocks. Now supplies for only one or two weeks were held. Consequently, winter demands for spot loads were more than the Slater fleet and their sub-contractors could deal with. Conversely the vehicles were no longer fully employed during the summer.

The short-term licences granted to replace contracts allowed the carriage of pyrites, salt and coal, for named customers, and goods for J. Heaton, Ltd., and Cawood Wharton and Co., Ltd. Salt, coal and chemicals were the only extensions now sought and demand for sand, gravel, and other building materials, in the summer, would ensure full occupation of the vehicles.

5,000 Tons a Week

Mr. A. Blackwell, a director of J. Heaton, Ltd., Manchester, said that his company received about 5,000 tons of coal weekly from Yorkshire. Since the delivery pattern had changed shortage of vehicles during the winter had resulted in a loss of as much as 1,000 tons a week in deliveries to Chadderton power station alone.

The fluctuation in tonnage carried between last summer and the following winter was as much as £20,000 a month. Because it was difficult to get driving staff they operated only 25 vehicles of their own. Approximately one-and-a-half million tons of coal a year was involved.

Confirmation that Peter Slater, Ltd., were carrying large tonnages from Skiers Springs Colliery to stocking sites was given by Mr. T. W. Moseley, Barnsley area transport officer, National Coal Board. Bunker capacity at the pit was only 100 tons compared with a peak output of 150-170 tons an hour.

Sometimes Slater's were called upon to move the whole weekly output of some 10,000 tons. The colliery could not function without such haulage organization. The Slater depot was only 100 yards

away and they had supplied up to 15 vehicles at five minutes' notice.

The shares of Peter Slater, Ltd., were now owned by Cawood Wharton, said Mr. P. D. Slater, a director. The fleet consisted of 23 vehicles on A and special A licence, two on full-term and 27 on short-term B licences and 22 on contract-A licence.

The company, who put service before profit, had decided that the position must

be changed following the abandonment of the allocation system. The stocking work was taken on because they realized that supplies could have been cut off if the pit-heads were blocked. Increased use of rock salt for road clearance was a contributing factor, and during the winter of 1959-60 the company were seriously short of transport, even with hiring at its maximum.

Gross turnover for the year ended March 31, 1960, was £593,111, of which £287,000 was for sub-contracting. Earnings were split into £75,000 by the A-licensed vehicles; £32,000 by the special A; £7,000 from the B-licensed vehicles; £117,000 by the vehicles on short-term B licence and £75,000 as a result of contract workings. Tonnages included 126,000 tons of coal to customer and 164,000 tons to stock.

The hearing was adjourned.

Toll Charges to Be Assessed

ASURVEY of traffic using crossings of the River Thames from Tower Bridge to Gravesend-Tilbury ferry is to be made to assess toll charges in preparation for the opening of the Dartford-Purfleet tunnel. The Dartford Tunnel Committee, in consultation with the Ministry of Transport, is arranging the survey, and intends to revise earlier estimates of anticipated tunnel traffic.

At river crossings drivers will be asked to give their departure points and destinations. Information revealed will be regarded as confidential and registration numbers will not be taken.

The Minister of Transport has authorized the construction of a by-pass to divert the Great North Road round Framwellgate Moor and Pity Me, near Durham. Estimated cost is £275,410 and work, which will start soon, should be completed within a year.

The by-pass will have a three-lane carriageway which is considered adequate for future traffic needs because the proposed Durham Motorway, when built, will attract long-distance traffic from A1.

At its southern end, the by-pass will

leave the present A1 at the junction with the A691 road from Lanchester. It will rejoin just north of Pity Me, some one-and-a-third miles away.

A grant of £539,470 towards the cost of constructing the third section of the Coventry inner ring road, to divert through traffic from the centre of the city, has been made by the Minister. This section, which will cost £720,000, will extend 760 yards from Holyhead Road to Queens Road, and will include a fly-over-roundabout at Moat Street.

The first section, from London Road to Quinton Road, has been completed and work is proceeding on the second section. Altogether, more than £1m. has been contributed by the Ministry towards the cost of the road.

Experimental one-way working in Chancery Lane, New Fetter Lane and Fetter Lane is to be introduced during June by the Commissioners of Police for the City of London and the Metropolis. To ensure a free flow of traffic in the area the Commissioners will introduce no-waiting restrictions in several streets, and loading and unloading bans on the south side of Breams Buildings.

Tippers for Lime and Coal

TWO tippers, to transport agricultural lime for their parent company and solid fuel for Thomas Silvey, Ltd., Bristol, coal factors, were granted to the Amalgamated Limestone Corporation, Ltd., Chipping Sodbury, Glos., at Bristol last week, by Mr. S. W. Nelson, Western Licensing Authority.

Mr. T. D. Corpe, for A.L.C., said that the company's busiest time was during the summer when lime was spread on farmland. During the winter the vehicles

could be used to transport fuel for Silvey from the East and West Midlands.

If the coal could not be carried by road they would not have it all, said Mr. Thomas Nicholls, wholesale manager of Silvey. The coal would be collected from stock grounds near the collieries, which were not connected to railway sidings, it was stated.

The previous day, Mr. E. M. Frankham, a driver employed by Silvey, was granted a licence for one vehicle. He proposed to operate on his own account and carry coal for Silvey from the Midlands as well as quarried and building materials within 80 miles of operating centre.

Because of acute pressure on space, it has been necessary to hold over the review of new patents which normally occupies this page.

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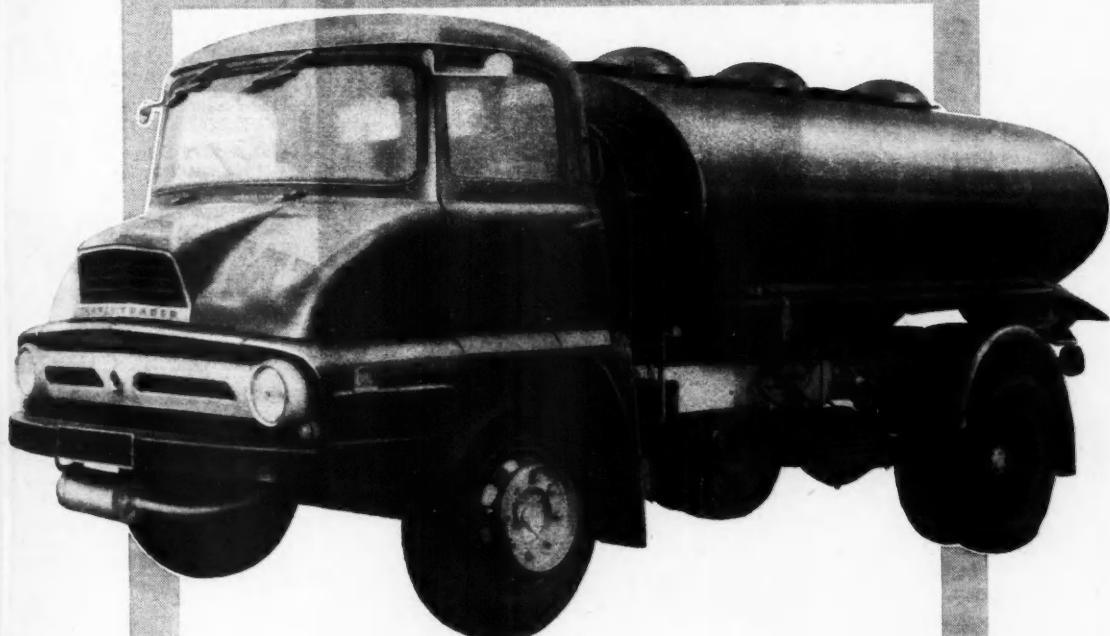
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Phone 3222-3-4 and 2136. Grams, "Quicksale." QUANTITY A.E.C. Matador chassis with cab superstructure, very low mileage, make excellent tippers. ONE A.E.C. 4 x 4 Matador, as-new condition, new cab, ready in 14 days.

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ATLINGTON MOTOR CO., LTD., offer:— 1957 Mercury Mk. II, 21-ft. aluminium platform body. 1958 Mercury Mk. II with 21-ft. wooden drop-side body.

ATLINGTON MOTOR CO., LTD., High Rd., Ponders End, Enfield, Middx. Phone: Howard 1266. 859-460

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YOU MUST BE LOOKING FOR AN A.E.C. OTHERWISE YOU WOULDN'T BE READING THIS. WHY NOT PURCHASE A NEW ONE? SEE OUR ADVERTISEMENT UNDER "NEW GOODS VEHICLES."

CENTRAL GARAGE (UPPINGHAM) LTD., Phone: Uppingham 3296-7-8. 859-140

A.E.C. Matadors 4 x 4 tractors, diesel, and 6 x 6, ex-M.O.S., reconditioned. T. E. G. Currie, 102 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832.

A.E.C. Mammoth Major, 1958, choice of three, 11.3 engines, 6-speed gearboxes, 60-point hydraulic greasing, exhaustor brakes, trailer fittings 99 x 24 tyres perfectly maintained, offers. Phone: Paisley 0283. 860-8718.

1952 A.E.C. Monarch, immaculate condition, £315. Russell, 155 Millbank St., Northam, South. Phone: 26590. 859-201

1959 A.E.C. twin steer tipper, with large capacity vehicle, barasing all-alloy body, small mileage, one owner, first-class condition.

1955 A.E.C. 8-wheeler, 9.6 engine, double drive, air brakes, 24-ft. platform body, in very good running order. 21,600 miles. 859-201

1950 A.E.C. 8-wheeler, 9.6 engine, air brakes, double drive, 23-ft. platform body, in good running order. 650. 859-201

1948 A.E.C. 8-wheeler, 9.6 engine, double drive, 24-ft. platform body, clean and in very good order. 650. 859-201

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 859-323

A.E.C. Wanted

A.E.C. Refueler, ex-W.D., 2,500-gal. tanks, tankers or chassis. Bird's Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone: Botley 2343. 222-635

Two A.E.C. 6 x 6 and one 4 x 4 wanted. C.V.S., Ltd., Scotchman Lane, Morley, Leeds. 222-687

Used Goods Vehicles (contd.)

6X6 Or 4 x 4 A.E.C. Matador, chassis and cab, with winch. R. Minto and Sons, Ltd., Kirkley Saw Mills, Ponteland, Newcastle-upon-Tyne. Ponteland 2352. 859-105

WANTED, 1948-54 A.E.C. Monarch, Matadors, 9.6 Matador 5-speed box, clean machine only. Dodd, Dromara, 228, Co. Down. 859-xA6220

ALBION

BROWNHILLS MOTOR SALES, LEYLAND, ALBION, SCAMMELL.

EARLY delivery of new ALBION Reivers. SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES, WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone: Brownhills 2307, 2336 and 2392. 859-68

1957 Clydesdale long-wheelbase tipper, diesel. £1,250.

1955 Artic, diesel, £350.

1953 Long-wheelbase flat, diesel. £500.

1951 Long-wheelbase flat, diesel. £350.

1954 Alloy body, flat, £470.

1949 CX long-wheelbase flat, £260.

J. HUDSON, Bawtry 362. 859-71

1955, November, ALBION Chieftain long-wheelbase drop-side truck, one owner from new, very sound condition. 675. SHUKERS, LTD., Broad St., Sheffield, 2. Phone 20311 or 30218 after 6 p.m. 859-296

1955 ALBION (Claymore) 5-ton 18-ft. 6-in. platform body, new tyres, in perfect order. £475. Edgware 2572. 859-221

S PARSHATTS offer:—

ALBION Reiver 10-ton chassis-cab with all-alloy 22-cu.-yd. end-tipping body, first registered September, 1956, ex-works, 22,000 miles. 859-492

H SPARSHATT, LTD., London Rd., Hilsea, Portsmouth. Phone: 60361. 859-492

1949 ALBION Chieftain long-wheelbase truck, excellent condition. 72596. S PARSHATTS, Millbrook, Southampton. 859-485

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WANTED, ALBION Chieftain, late model, state condition, mileage done, price. Ash and Co., 105a Ecclesall Road, South, Sheffield, 11. 860-x6026

ATKINSON

1950 ATKINSON double-drive 8-wheeler, being dismantled, all parts available. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 859-334

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Used Goods Vehicles (contd.)

THE NIGHTINGALE ENGRG. CO., LTD., THE LONDON DISTRIBUTORS FOR ATKINSON.

ALL MODELS, COMPLETE SALES AND SERVICE AT BALHAM, S.W.12. Bat 2193 (five lines). 222-737

1955 ATKINSON 9-ton tipper, 4-wheeler, 4L.W. S. alloy body, 5-speed box, Eaton axle, Pilot gear, H.S. body, cab perfect, tyres new, autolubrication, a perfect specimen. Box CM5817, care of "The Commercial Motor."

1953 ATKINSON L158 8-wheeler chassis and cab.

1955 ATKINSON L158 8-wheeler 24-ft. 6-in. flat, reconditioned.

1956 ATKINSON L158 8-wheeler, automatic lubrication.

1957 ATKINSON S158 8-wheeler 25-yd. tipper, automatic lubrication.

R YLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 859-142

1951 ATKINSON 6-ton, extra-long, wheelbase, fitted 21-ft. platform lorry, Gardner 4LK eng. 5-speed gearbox, under 3 tons 10 cwt., one owner, £395, or £350. 859-142

HENRY EATON, LTD., 107 Palmerston St., Accrington, Manchester. Phone: Ardwick 1464. 859-298

ARLINGTON MOTOR CO., LTD., offer:—

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ARLINGTON MOTOR CO., LTD., High Rd., Ponders End, Enfield, Middx. Phone: Howard 1266. 859-452

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1958 AUSTIN 10-cwt. 101 van, guaranteed. £325.

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1955 AUSTIN A40 utility, £295.

1956 AUSTIN 5-ton B.M.C. diesel forward-control long-wheelbase drop-side truck, £495.

1958 AUSTIN forward-control petrol Scammell tractor-unit, 15-cwt. 101 van, 12,000 miles, guaranteed. £1,195. fitted with special display body. 9,000 miles, guaranteed. £1,195.

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1957 A35 10-cwt. Countryman. £465.

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WANTED, used AUSTIN LDI 1-ton van. 1958. 859-168

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BEDFORDS ALWAYSbase drop-side truck
base tipper.- and 15-cwt. vans
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859-238

long-wheelbase truck,

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wheelbase platform truck,

condition, petrol, £225.

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wheelbase tipper, petrol,

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Used Goods Vehicles (contd.)

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All other models early delivery.

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BEDFORDS 10-12-cwt. vans, choice from £165.

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1954 diesel tipper.

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OFFICIAL BEDFORD DEALERS SINCE 1932.

Offer early delivery on all new Bedford models and a good selection of sound, clean, used Bedfords always available.

(As yet unregistered) BEDFORD 6-ton, 156-in. wheelbase, drop-side truck, with 16-ft. body, Bedford diesel engine, used only by the manufacturers, very good condition, £750.

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1952 BEDFORD 7-ton long-wheelbase drop-side truck, £150

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1953 BEDFORD 7-ton short-wheelbase tipper, petrol, £210.

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1952 BEDFORD 5-ton long-wheelbase Luton van, petrol, excellent order, £225.

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26-28 BOW RD., London, E.3. Advance 6495.

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NEW 12-ton BEDFORD tractor unit without coupling gear.

NEW BEDFORD 7-ton extra-long chassis-cab, diesel engine, new Bedford.

NEW BEDFORD 8-ton tractor, normal control diesel, Scammell coupling.

1958 BEDFORD 6-ton 6-cwt. van, one owner, mileage only 48,000, Bedford own diesel engine.

1955 BEDFORD 7-tonner, reconditioned R6 engine, fitted by us, clutch and gearbox overhauled, brakes refitted, two new tyres a bargain.

ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL-BEDFORD DEALERS,

COUNTY ROAD, ORMSKIRK.

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859-285

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MAIN DEALERS.

1957 November, BEDFORD 35-cwt. diesel van, very good condition throughout, £525.

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55-61 LONDON STREET,

CHERTSEY,

Chertsey 2391.

859-443

BEDFORD 1956 S-type, R6, all spares available, Langley Mill Commercial Vehicles, Ltd., Langley Mill 263.

859-335

1956 BEDFORD forward-control 7-ton diesel with 4-ft. 6-in. platform body, £450.

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859-x6125

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859-179

BEDFORD 15-cwt. platform truck.

859-190

BEDFORD 5-ton, diesel, platform body: choice of two.

859-191

BEDFORD 5-ton platform truck, diesel: choice of two.

859-192

SPURLING MOTOR BODIES, LTD., 176-9 Shoreditch High St., E.1. Sho 8433.

859-435

1958 7-ton long-wheelbase diesel drop-side truck.

859-562

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

859-549

1954 A-model BEDFORD van, very clean engine, Clapham, S.W.4. Mac 2264.

859-532

1955 BEDFORD 7-ton S Model Scammell tractor unit, R6 engine, 1,000 only since reconditioned, very good, good tyres, £375. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1957 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1958 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1959 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1960 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1961 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1962 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1963 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1964 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1965 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1966 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1967 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1968 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1969 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1970 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1971 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1972 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1973 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1974 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1975 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1976 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1977 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1978 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1979 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1980 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1981 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1982 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1983 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1984 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

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1985 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

859-491

1986 BEDFORD short-wheelbase, steel body, drop-side tipper, very good condition, ready for work, £85. 11 Prescott Place, Clapham, S.W.4. Mac 2264.

Used Goods Vehicles (contd.)

FORD AND SLATER, LTD.
LEYLAND, ALBION, SCAMMELL
TIPPERS.

1958 LEYLAND Comet, one normal-control medium-wheelbase tipper, alloy fixed-side and two timber drop-side bodies.
1957 LEYLAND Comet, normal-control medium-wheelbase tipper, 14-ft. timber double-drop-side body.
1957 LEYLAND Comet, normal-control medium-wheelbase 14-ft. by 2-ft. 6-in. tipper, drop-side.
1957 B.M.C. 5-ton diesel tipper, 9-ft. timber drop-side body.
1954 BEDFORD 7-ton tipper, 6-cu.-yd. steel U body, petrol engine.
1955 BEDFORD 6-ton, P6, 13-ft. 6-in. timber drop-side body.
1954 DODGE 7-ton tipper, chassis-cab and tipping gear only, R engine.
1951 MORRIS 5-ton diesel tipper, 5-cu.-yd. timber drop-side body.
1950 LEYLAND Comet, normal control, short-wheelbase, 9-ft. 9-in. by 2-ft. 6-in. timber drop-side.
1953 BEDFORD 5-ton, P6, 13-ft. 6-in. by 7-ft. 6-in. by 2-ft. timber drop-side.
1953 BEDFORD 5-ton, G.M.C. engine, 14-ft. by 4-ft. steel fixed sides.
1948 BEDFORD 6-ton, P6, 11-ft. 6-in. by 4-ft. timber drop-side.
1953 LEYLAND Comet, normal control, medium-wheelbase, 14-ft. by 3-ft. 6-in. alloy drop-side.
1955 DODGE 6-ton, P6, 14-ft. by 1-ft. 9-in. timber drop-side.
1954 A.E.C. 8-wheel tipper, 21-ft. 6-in. by 4-ft. steel fixed sides.
1956 LEYLAND Comet, normal control, medium-wheelbase, 14-ft. timber drop-side.
1953 SEDDON 4-ton, P4, 10-ft. 6-in. alloy drop-side.
1955 ALBION Chieftain, 13-ft. by 2-ft. alloy double-drop-side.
1955 LEYLAND Comet, normal-control medium-wheelbase, 13-ft. 4-in. by 4-ft. timber fixed side.
1955 LEYLAND Comet, normal-control medium-wheelbase, 14-ft. by 2-ft. 9-in. timber drop-side.
1955 DODGE 7-ton, 14-ft. by 3-ft. 6-in. alloy double-drop-side.

PLATFORMS.

1958 LEYLAND Comet long-wheelbase forward-control chassis and cab only.
1957 AUSTIN 5-ton diesel, 14-ft. 3-in. timber platform bodies, choice of two.
1957 COMMER T33, 19-ft. timber drop-side body.
1957 BEDFORD 7-ton, Leyland engine, 18-ft. timber flat.
1956 BEDFORD 7-ton, RE engine, 16-ft. timber flat.
1956 ALBION Chieftain, 15-ft. 6-in. alloy flat.
1955 DODGE 6-ton, P6, 16-ft. timber drop-sided body.
1948 MAUDSLAY 7-ton, 17-ft. 6-in. timber flat.
1948 MAUDSLAY twin-steer, 20-ft. timber flat, choice of two.
1954 SENTINEL 7-ton, 17-ft. 9-in. timber flat.
1950 SEDDON 6-ton, P6, 16-ft. 9-in. timber flat.
1953 LEYLAND Comet, normal control, medium-wheelbase, 16-ft. 6-in. timber flat.
1946 FODEN 7-ton, 17-ft. 10-in. timber drop-side.
1950 MAUDSLAY Mogul, A.E.C. 7.7 engine, 20-ft. timber flat.
1957 LEYLAND Comet, forward-control long-wheelbase, 19-ft. timber flat.
1954 ALBION Chieftain, 16-ft. 6-in. alloy flat.
1952 DENNIS 20-ft. 9-in. timber flat.

VANS.

1955 BEDFORD 7-ton, R6, fitted 16-ft. 9-in. by 7-ft. 6-in. van body.

TO BE SEEN AT MACAULAY STREET, GRIMSBY.—
ALBION Chieftain, 16-ft. alloy flat-platform body.
BEDFORD 7-ton truck.

1951 DODGE drop-side (petrol).

FORD AND SLATER, LTD.

LEYLAND, ALBION.

Gwendolen Road, Leicester.

Phone 36117-9. 859-120

COX AND CO. (LEEDS), LTD.

THE MAIN COMMER DEALERS FOR CENTRAL YORKSHIRE.
OFFER THE FOLLOWING USED VEHICLES.

1958 Thame 7-ton diesel long-wheelbase drop-side truck, excellent condition, £750.
1957 October COMMER 7-ton diesel long-wheelbase tipper, meadow, open, 2000, 9-ft. x 20 12-ply tyres, Milshaw power gear, 14-ft. 8-in. deep-sided tipping body, £1,050.
1955 ALBION Claymore diesel 5-tonner long-wheelbase truck, alloy drop-side cab, wood floor, well tyred, Burtonwood tail lift fitted, unladen weight 2 tons 18 cwt., excellent condition, £700.
1955 COMMER forward control (Q4), P6 diesel, long-wheelbase platform, 17 ft. 6 in., in excellent condition, well tyred, £700.
1950 SEDDON 6-ton diesel platform, sound condition throughout, well tyred, unladen weight 3 tons, £175.

REGENT STREET,

LEEDS, 2.

Phone 31914 (6 lines).

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,
LONGTON, PRESTON, LANCS., 3255-6.
GLASGOW, BELL 0073.
CARLISLE 25422.
COMMERCIAL AND PASSENGER VEHICLE
SPECIALISTS.

EARLY DELIVERY ALL MODELS.

NEW ALBION

REIVERS, CHIEFTAINS, CLAYMORES AND
FORD THAMES TRADERS.

1958 ALBION Clydesdale, 21-ft. 6-in. platform body, alloy sides, full-vision cab, 6-speed gearbox, 9.00 x 20 12-ply at new, £1,000, exceptional condition.
1958 BATES 3000, diesel-powered dumpers, choice of two, excellent condition.

1956, October, A.E.C. 9.6 Majestic twin-steer platform lorry, air brakes, good order throughout, unladen weight 2 tons 18 cwt., £1,000.
1957, July, LEYLAND Comet 90 hydraulic tipper, 19-ft. 6-in. body, 4-ft. sides, twin underbody gear, 10 cu.-yd., £1,000.

1955 ALBION Chieftain, 16-ft. rough, unladen weight 19 cu. ft., 98 lb., best offers over £380.
1952 VANGUARD van, new diff., good order.

1955 E.R.F. 5LW unit, good order throughout, including cab and 18-cu.-ft. tipper, and tyres at new, unladen weight 4 tons 18 cwt., 2 gr.
1951 FORD Thames, petrol lorry, 14-ft. platform, unladen weight 2 tons 12 cwt., 28 lb.

1955 COMMER (petrol) 5-ton, fitted 2-tier sheep float, good order, unladen weight 3 tons 4 cwt., 34 lb.

1949 MAUDSLAY Meritor 8-wheel double-drive platform and cab only, £1,000.
1949 ATKINSON ALB 16-unit platform lorry, good order, unladen weight under 3 tons.

1948 SEDDON P6 unit platform lorry, good running order, unladen weight 2 tons 17 cwt., 67 lb.

1946 LEYLAND 18-ft model 1800, 18-ft. 6-in. platform body, 6-cyl. engine, trailer hook and brake, vehicle completely overhauled last year, good tyres.

ENGINES.

A.E.C. 7.7 engines, from £50 each. Leyland 7.4, 8.6 Leylands from £55 each. Gardner 5LW units complete with Dennis flywheel and other conversion parts, Leyland Comet engines and gearboxes.

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON,
PRESTON, LANCS.

Phone, Longton, Lancs., 3255-6. 859-119

MORTON'S GARAGE, LTD.

BINLEY ROAD,
COVENTRY,
Phone 33531.

THE COMMER PEOPLE.

OFFER FOR IMMEDIATE DELIVERY:—

NEW COMMER 10-ton tractor units, diesel.

NEW COMMER 10-ton 6-wheel tippers, diesel.

NEW COMMER 7-ton short-wheelbase tippers, diesel.

NEW COMMER 7-ton 18-ft. drop-siders, diesel.

PAINTING and lettering to your specification.

1959 COMMER Cab van, powder blue.

1958 LAND ROVER, 88-in. wheelbase, diesel.

1956 COMMER 8-cwt. delivery van, petrol.

AUSTIN A40 van.

PART-EXCHANGES, INSURANCE.

CREDIT FACILITIES.

24-HOUR BREAKDOWN SERVICE. 222-960

VICTORIA MOTOR CO. (BRISTOL), LTD.

MAIN FORD DEALERS,

TEMPLE GATE, BRISTOL, 1.

Phone, Bristol 93131 (10 lines).

"BEST IN THE WEST."

GOOD USED COMMERCIALS.

1958 Thame 15-cwt. van, £350.

1958 Thame 5-cwt. van, £315.

1957 January, two Thame 128-in. wheelbase 5-ton 4D Telesto, underfloor tippers, H.D. equipment, well shod, 5-cu.-yd. wooden bodies, £400 each. 7-ton SEDDON P6 platform vehicle.

1955 DENNIS Falcon diesel 32-seater coach, Gurney Nutting body, certificate of fitness March, 1963, in very good order, £1,275.

1954 AUSTIN 5-ton P6 insulated meat van, £200.

1954 COMMER Karrier insulated meat van, £215.

NEW VEHICLES EX STOCK.

TWO Thame 15-cwt. vans in primer, with side loading doors.

1950 Thame 15-cwt. vans in primer, with side loading doors.

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1950 Thame 15-c

Used Goods Vehicles (contd.)

BEECH'S GARAGE (HANLEY), LTD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

1959 ThAMES Trader 7-tonner, 17-ft. 6-in. drop-sided
B.M.C. 7-ton long-wheelbase, 18-ft. drop-sided
body, 2-speed axle, 8.25 x 20 tyres, in excellent
condition.

1955 BEDFORD 7-tonner, Scammell tractor, R6
engine, complete with 23-ft. 10-ton platform
trailer.

1958 COMMER diesel 6-wheeler, Boys extension,
22-ft. drop-sided body, 9.00 x 20 tyres, air
brakes, in excellent condition.

1958 COMMER diesel artic. 6-wheeler, S.A.E. coupling,
hand tipping trailer with 18-ft. by 7-ft.
6-in. by 4-ft. fixed-sided body on 9.00 x 20 tyres, in
excellent condition.

1958 E.R.F. Twin Steer, 6LW engine, 20-ft. drop-
sided body, D20 tyres, in first-class condition.

1957 SEDDON long-wheelbase hydraulic tipper, fixed-
axle, 20-ft. by 7-ft., 6-in. by 18 ft., R6 engine,
8.25 x 20 tyres, in good condition.

1942 E.R.F. Twin Steer, 20-ft. drop-sided body,
D20 tyres, in good condition.

1953 E.R.C. Monarch, 7.7-litre engine, 10.00 x 20
tyres, 18-ft. platform body, ex C-licence user,
in first-class condition.

1954 BEDFORD A-type petrol steel-bodied tippers,
choice of several, 11.3 engine, double drive,
24-ft. 6-in. alloy drop-sided body, new 10.00 x
20 tyres, Syndromic lubrication, as new.

1958 BEDFORD 7-ton long-wheelbase tipper, 15-ft.
2-speed axle, new 9.00 x 20 tyres, as new. Leyland engine.

1959 NEW BEDFORD 12-ton tractor, Scammell coupling,
N Leyland engine, 5-speed box.

BEECH'S GARAGE (HANLEY), LTD.

LEEK ROAD, HANLEY, STOKE-ON-TRENT.

S-on-T. 23038 and 23039. 859-111

CHASESIDE MOTOR CO., LTD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.

FOR MAIN DEALERS.

Phone, Enfield 3456.

1954 7-ton long-wheelbase DODGE platform truck
in very good condition, 3-speed gearbox, R6
engine overhauled in 1959, £495.

1955 BEDFORD CAV van, excellent condition, £230.

1956 BEDFORD CAV van, excellent condition, £250.

1957 BEDFORD long-wheelbase diesel truck, Model
ASLD, complete with hoops and shell, excellent
condition throughout, one owner used on C licence
only.

20-ft. flat-bed artic. trailer, complete with both
couplings (B.T.C.), £95.

NEW ThAMES Trader 2-ton Eddro tipper (3-yd.) for
immediate delivery, list price. 859-525

WRAY PARK GARAGES, LTD.

MORRIS DISTRIBUTORS,
REIGATE 2263 (SURREY).

NEW VEHICLES AVAILABLE FOR
IMMEDIATE DELIVERY.

MORRIS-COMMERCIAL 3-ton FG drop-side truck,
diesel.

MORRIS-COMMERCIAL 30-cwt. FG chassis-cab,
petrol and diesel.

MORRIS 3-ton van in green.

88-IN. diesel LAND ROVER.

GOOD STOCKS OF
SECOND-HAND VEHICLES

AS BELOW:—

MORRIS 1958 4-ton van, in good condition, £310.

AUSTIN 5-ton drop-side truck, £435.

1956 AUSTIN 1-ton LD1 van, in primer, £275.

1955 859-164

CARMICHAEL'S FOR COMMERCIALS.

LEYLAND AND ALBION STOCKISTS.

Phone, Kempsey 439 and 417.

1957 COMMER TS3 forward-control diesel platform
truck, £900.

1955 BEDFORD 5-ton forward-control diesel with
alloy drop-side truck, £475.

1955 COMMER 5-ton diesel drop-side truck, £475.

1954 AUSTIN Loadstar diesel platform truck, £325.

1954 SEDDON forward-control diesel 7-ton platform
truck, £450.

1954 FORD 4D 3-ton long-wheelbase drop-side truck,
£325.

1954 FORD 10-cwt. long-wheelbase drop-side truck,
£250.

1953 SEDDON 4-cylinder petrol 5-ton drop-side
truck, £250.

1951 COMMER 5-ton petrol drop-side truck, £150.

1950 COMMER 7-ton, forward control, petrol (new
shoe body), £325.

1949 LEYLAND Comet 8-ton diesel drop-side truck,
£295.

1949 MAUDSLAY, A.E.C. 7.7 engine, 8-ton forward-
control drop-side truck, £300.

1948 SEDDON 7-ton forward-control diesel platform
truck, £200.

1947 MAUDSLAY forward-control diesel 8-ton drop-
side truck, £200.

SEVERAL more to clear.

TERMS arranged on all vehicles.

CARMICHAEL AND SONS (WORCESTER), LTD.

CLERKENLEAP,
WORCESTER.

Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL), LTD.

WHITEHALL ROAD WEST,
GOMERSAL, NR. LEEDS.

Phone, Bradford 681144.

EARLY DELIVERY.

NEW A.E.C. Mercury, 17-ft. 3-in. wheelbase.

NEW A.E.C. Mandator tractor.

NEW ALBION Caledonian.

NEW ALBION Chieftain chassis and cab, fitted 900 x
20 tyres, Milshaw gear and rack stabilizer.

NEW ALBION Chieftain with 6-speed box and 900 x
20 tyres.

NEW ALBION Reiver 6-wheeler tipper chassis.

NEW ALBION Reiver, single drive.

NEW BEDFORD, 18-ft. drop-sided body.

NEW BEDFORD 12-ton tractor, Scammell coupling.

NEW BEDFORD 7-ton tipper.

NEW E.R.F. tractor.

NEW FORD Traders, 138-in. wheelbase tippers, drop-
sided body, 900 x 20 tyres.

NEW FORD, fitted with Primrose 6-wheel conversion,
900 x 20 tyres.

NEW FORD 160-in. wheelbase, 900 x 20 tyres.

NEW FORD Anthony hoist tippers, 108-in. wheelbase
900 x 20 tyres.

NEW FORD Trader 7-tonner, 900 tyres, Baico exten-
sion.

NEW LEYLAND Beaver tractors, fitted 5th-wheel
coupling.

NEW LEYLAND Comet 3R.

USED 8-WHEELERS.

LEYLAND Octopus 600, double drive, 24-ft.
flat, fitted reconditioned engine.

MAUDSLAY, 6LW, double drive, 900 x 20
tyres, very good condition.

ATKINSON, 6LW, double drive.

1949 FODEN 24 ft., 40 x 8 tyre equipment.

USED TIPPERS.

A.E.C. 9.6, 18-ft. 6-in. alloy body, Pilot gear,
30 x 8 tyre equipment, immaculate, complete
with Dyson tipping trailer.

1952 ALBION HD long-wheelbase tipper.

1950 FODEN 6LW, Milshaw gear and rack stabilizer,
22-ft. 6-in. alloy body, fitted 1959, 40 x 8
tyre equipment.

1946 ATKINSON 6LW, twin-ram gear fitted, 21-ft.
wood body, fixed sides, 40 x 8 tyre equipment.
E.R.F. 7.7, fitted new gear and body.

1946 BEDFORD, Leyland Comet engine, Milshaw
gear and 16-ft. 6-in. alloy body, 900 x 20
tyres; choice of three.

1957 LEYLAND Comet 4-wheeler, Eaton 2-speed,
17-ft. 6-in. alloy body, as new.

USED ARTICULATED VEHICLES.

1956 SEDDON R6, Eaton 2-speed, fitted with 24-ft.
twin-ram gear, 900 x 20 Michelin tyres,
one private C-licence operator.

1952 ALBION HD tractor, fitted with new 4-in-line
B.T.C. trailer on 1000 x 20 (16-ply) tyres.

USED TWIN STEERS AND 6-WHEELERS.

LEYLAND Hippo.

1956 Registered September, A.E.C. Majestic 9.6,
complete with trailers. C-licence operators,
choice of two.

1954 A.E.C. Majestic Twin Steer.

1951 FODEN 6-wheeler, double drive.

1951 ATKINSON 6LW, double drive, in first-class
condition.

LATE 1949 E.R.F. Twin Steer, 5LW.

ATKINSON, fitted 5LW, double drive.

1948 ALBION Reiver, Leyland Comet engine.

1947 -46 E.R.F. Twin Steer, fitted 7.7 engines, choice
of three.

USED 4-WHEELERS.

1956 BEDFORD S type, R6 engine, long wheelbase.

1958 LEYLAND Comet, Eaton 2-speed, forward
control.

1957 LEYLAND Comet, forward control, Eaton
2-speed, 16-ft. 6-in. alloy body, 900 x 20
tyres.

1955 ALBION Chieftain, fitted with alloy body and
sides, first-class condition throughout.

1954-5 SEDDONS.

1954 A.E.C. Monarch, 7.7 engine, fitted with 9.00 x
20 tyres, 20-ft. 6-in. bodies, C-licence
operator, choice of three.

1954 THORNYCROFT Sturdy, fitted with 21-ft.
body, GUY, fitted 4LK.

1953 LEYLAND Comet 90 standard lorry, good
mechanical condition.

1949 A.E.C. Monarch, choice of three.

CHOICE of 50 other 4-wheelers, cheap to clear.

NEW trailers in stock by Scammell, Dyson and
Carrimore.

WE have the following engines for immediate
disposal.

6LW, 4LW, complete, 4LK, Perkins P6 and
D6, Perkins R6, 4-5-speed gearboxes, all makes.
Engines and A.E.C. 7.7. Back axles and gear-
box for all makes.

PSI PART-EXCHANGES.

NIGHT PHONE, CLECKHEATON 2461-62.

MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866.

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Used Goods Vehicles (contd.)

W. H. ARTHUR PERRY, LTD.

STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

1956 ThAMES 4D 5-ton long-wheelbase truck, £401.

1958 TRADER 4D 5-ton platform long-wheelbase, £770.

1956 TRADER 4D 5-ton platform long-wheelbase, £625.

1958 TRADER 6-cu.-yd. tipper, £825.

1952 ThAMES 5-ton boxvan, long wheelbase, £295.

1954 ThAMES 5-ton boxvan, £240.

1955 ThAMES 4-ton long-wheelbase platform truck,
£395.

1951 THORNYCROFT 6-ton Sturdy Star, £250.

(First registered) 7-ton DENNIS MAX, £250.

1948 BEDFORD O-type prime mover, £175.

1956 BEDFORD 5-cu.-yd. tipper, £445.

1956 BEDFORD Luton van, 1,250 cu. ft., £625.

1956 SEDDON MK. VIII P6 artic. unit with trailer, £1,350.

1955 BEDFORD 6-ton 7-cu.-yd. tipper, £500.

(First registered) BEDFORD 5-ton tipper, £280.

1950-1-2 Long-wheelbase BEDFORD trucks from
£100.

1956 ThAMES 30-cwt. van, £375.

1956 ThAMES 30-cwt. truck, £275.

1956 ThAMES long-wheelbase 5-ton truck, 4D, £338.

1956 HARROW 1031.

OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS.

AND TO
5.30 P.M. SATURDAYS.

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HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS AND
IMMEDIATE DELIVERY OF THE FOLLOWING:—

TRADER 7-ton 6D 138-in. wheelbase chassis-cab.

TRADER artic. unit on 8.25 x 20 tyres.

TRADER artic. unit on 7.50 x 20 tyres.

TRADER 5-ton 152-in. wheelbase 4D truck.

1957 5-ton B.M.C. 6-cylinder diesel truck, 8.20 x 20
tyres, £590.

1956 3-ton FORD 4D truck, £425.

1956 4-ton FORD 4D truck with Baico extension,
£390.

1956 MORRIS 30-cwt. diesel truck, £390.

1956 FORD 4D tippers, from £275.

1956 MORRIS MINOR van, £250.

1955 FORD 5-cd. tipper, £150.

1941 ALBION 7-ton platform truck, 8.25 x 20
tyres, £150.

TWO BEDFORD tippers, £125 each.

TWO FORD 10-cwt. vans, £60 each.

PERCY HENDY, LTD.

VINCENTS WALK, SOUTHAMPTON 28331.

PERCY HENDY, LTD.

THAMES HOUSE, CHANDLERS FORD 2271.

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THOMAS S. WHITNEY AND CO., LTD.

MAIN FORD DEALERS.

279-283 SCOTLAND ROAD, LIVERPOOL, 5.

Phone, North 3191.

1958 ThAMES Trader 7-ton diesel, Boys axle, 21-ft.
platform, £1,050.

1959 B.M.C. 5-ton diesel, H.D. springs, 18-ft. flat,
£560.

1958 BEDFORD diesel 7-ton long-wheelbase twin-ram
tipper, 2-speed axle, high sides, £550.

1958 ThAMES Trader diesel articulated unit, £600.

1957 October, BEDFORD Comet long-wheelbase
twin-ram tipper, Eaton 2-speed axle, high
sides, £900.

1957 B.M.C. diesel articulated unit, 2-speed axle,
£550.

1957 November, LEYLAND Comet 7-ton long-
wheelbase diesel twin-ram tipper with high
sides, Eaton 2-speed axle, £1,000.

1954 BEDFORD 7-ton diesel drop-side, £325.

1953 BEDFORD 3-ton petrol van, £200.

859-83

BIRMINGHAM COMMERCIAL OFFER:—

GUY Twin Steer LX.

GUY 8-wheel tipper LX.

1957 ALBION Chieftain.

1956 BRISTOL 8-wheeler SA.

1952 FODEN 8-wheeler.

1956 DODGE long-wheelbase.

BIRMINGHAM COMMERCIAL MOTORS, LTD.

560 COVENTRY ROAD,

BIRMINGHAM, 10.

Phone, Victoria 0437.

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Used Goods Vehicles (contd.)

BRADBURY

MORRIS, MORRIS

RETAIL

MORRIS

SINGLE-SEAT

MORRIS

DRIVING

MORRIS

3-TON

MORRIS

DRIVING

MORRIS

wheelbase truck, £48.

long-wheelbase, £77.

long-wheelbase, £62.

825.

long-wheelbase, £29.

450.

wheelbase platform truck.

Sturdy Star, £250.

ENNIS Max, £250.

mover, £175.

per, £445.

250 cu. ft., £625.

artic. unit with trailer.

1. tipper, £500.

RD 5-ton tipper, £250.

FORD trucks from

£375.

75.

5-ton truck, 4D, £350.

31.

FRIDAYS.

DAYS.

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ORD.

N DEALER.

AMES MODELS AND

THE FOLLOWING-

base chassis-cab.

20 tyres.

20 tyres.

4D truck.

diesel truck, 8.20 x 20

x 20.

425.

with Balco extension.

truck, £390.

m 275.

£250.

0.

m truck, 8.25 x 20

each.

each.

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HAMPTON 28331.

L TD.

ERS FORD 2271.

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AND CO. LTD.

LTERS.

LIVERPOOL, 5.

191.

iesel. Boys axle, 21-ft.

D. springs, 18-ft. flat.

long-wheelbase twin-axle

sides, £850.

articulated unit, £600.

Comet long-wheelbase

twin-axle, high

driven unit, 2-speed axle.

Comet 7-ton long-

drop-side, £325.

van, £200.

859-491

Used Goods Vehicles (contd.)

B RADBURN AND WEDGE, LTD.
DISTRIBUTORS,
MORRIS, MORRIS-COMMERCIAL, M.G., RILEY,
RETAIL DEALERS WOLSELEY.

MORRIS.

1958 MORRIS 7-ton drop-side lorry, power steering, single-speed axle, 5-ton forward-control drop-side lorry, diesel.

1957 7-ton drop-side lorry, diesel, fitted power steering, 2-speed axle.

1956 5-ton forward-control drop-side lorry, diesel.

1954 3-ton forward-control drop-side lorry, diesel.

1954 5-ton forward-control drop-side lorry, 5.1-litre diesel.

1954 3-ton forward-control drop-side lorry, 3.0-cwt. normal-control drop-side lorry, petrol.

1953 MISCELLANEOUS.

1956 FORD 30-cwt. normal-control drop-side lorry, diesel.

1953 AUSTIN 5-ton Loadstar, petrol.

1952 DENNIS 5-ton large-capacity van.

1950 AUSTIN 3-way loader van.

1956 BEDFORD 10-cwt. van.

1958 MORRIS J2 12-seater conversion.

1954 FORD 10-cwt. van.

1959 AUSTIN 5-ton pick-up.

1955 AUSTIN large-capacity van.

1947 MAUDSLAY platform lorry.

1951 COMMER QX long-wheelbase drop-side lorry.

1957 FORD 4D short-wheelbase diesel tipper.

DISTRIBUTORS' allowances on part-exchanges.

TERMS and part-exchanges arranged.

SHOWROOMS: Darlington St., Wolverhampton. Phone, 5000.

TENTS: MORRIS-COMMERCIAL and B.M.C. vehicles available for immediate demonstration and delivery.

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HALFWAY AUTOS,
EAST HORNDON.

Herongate 394 and 265.

SOUTHEND ARTERIAL ROAD.

1958 COMMER diesel van, grey, one owner, low

mileage, £595.

1956 BEDFORD A-type, diesel, £495.

1955 MORRIS diesel tractor unit, complete with

5-ton double-drop-side Scammell trailer, £550.

1954 GUY Otter, 4.4K Gardner engine, 18-ft. aluminium platform body, 2-speed axle, tyres and vehicle in tip-top condition, £395.

1951 A.C. Morris 3-ton van, P6 engine, roller shutters, tyres and vehicle in good condition, £195.

1951 216 Cost Cutter engine, £95.

1950 E.R.F. 3-ton, 4.4K Gardner engine, 5-speed gearbox, 16-ft. double-drop-side, tyres and vehicle in excellent condition, choice of five, £295.

1949 E.R.F. Regal coach, 7.7 engine, 4-speed box, £275.

1948 GUY Wolf 50-cwt., choice of two, £99.

1948 DODGE Luton, P6 engine, 1,800 cu ft with well, in

tip-top condition, £465.

1954 BEDFORD A-type 27-ft. Scammell trailer with

double-drop-side, P6 engine, excellent condition, £695.

1952 FORD Sussex 6-wheeler cattle float, P6 engine, all-aluminium body, winch ramp, double-drive axle, excellent condition, £395.

1955 Registered 4D cattle float, all-aluminium body, all-aluminium chassis, 2-speed axle, £295.

SEVERAL BEDFORD tippers, in excellent condition, can be viewed at our premises at any time.

Large selection of used commercial vehicles of all descriptions in stock. Your inspection invited.

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GUARANTEED USED GOODS VEHICLES.

1957 STANDARD Vanguard estate, excellent order, £590.

1958 AUSTIN A35 van, 22,000 miles, light grey, £590.

STANDARD Atlas pick-up, unregistered, used for

demonstrations only, £400.

1959 BEDFORD 15-cwt., van, good condition, £395.

1957 BEDFORD Workbus, good condition, £395.

1958 BEDFORD Workbus, 2-tone grey-green, clean

condition, £370.

1955 February, FORDSON 5-ton long-wheelbase

drop-side diesel, in excellent condition, £850.

1956 November, BEDFORD 5-ton short-wheelbase

P6 tipper, in excellent condition, painted blue, £450.

1953 September, BEDFORD 5-ton short-wheelbase

P6 tipper, reconditioned throughout, £425.

1954 BEDFORD 5-ton long-wheelbase boxvan, 750 cu. ft., fitted with Perkins P6 diesel engine, 12-ply tyres, in nice order, £350.

1954 BEDFORD 4-ton van, diesel engine, in good

order throughout, £300.

1955 E.M.C. 7-ton long-wheelbase, in good condition, £450.

SHOWROOMS OPEN:

9 A.M. TO 6 P.M. WEEKDAYS; 9 A.M. TO 1 P.M.

SATURDAYS.

CLOSED SUNDAY.

TOM BYATT (STOKE), LTD.

VICTORIA ROAD, FENTON.

Phone, 48581.

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Used Goods Vehicles (contd.)

COMBERHILL MOTORS, LTD.
INGS ROAD, WAKEFIELD.
(6771, 10 LINES).

COUNTY DISTRIBUTORS FOR

ATKINSON VEHICLES.

MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786X (Gardner 6LX) 17-ton

drop-side, 2-speed, 4-wheel drive.

NEW ATKINSON T146X (Gardner 6LX) 150 b.h.p.

4-wheel tractor, fifth-wheel coupler.

NEW ATKINSON M6545LW (Gardner SLW) 8-10-ton

4-wheel Milshaw twin-rail tipper, 15-ft. alloy body, 10-in. and

160-wheelbarrow 4-wheeler chassis-cab ex stock.

NEW MORRIS 7-ton 4-wheel Milshaw alloy

tipper, ex stock.

NEW MORRIS FG model 4-ton petrol chassis-cab, latest

type cab, ex stock.

NEW MORRIS FG model 2-ton diesel chassis-cab, latest

type cab, ex stock.

1958 BEDFORD SSTI (Bedford diesel) 7-ton short-

articulated 6-cwt. and 8-cwt. tippers, 2-speed axle.

1958 ATKINSON L1786 (Gardner 6LW) 180 b.h.p.

8-wheel 24-ft. platform, fibreglass body, 40 by 8.

1957 ATKINSON L1786 (Gardner 6LW) 17-ton

8-wheel Milshaw alloy cab, 15-ft. alloy body.

(Registered) FODEN D64-71 (Gardner 6LW) 7-ton

8-wheel 15-ft. pilot 15-ft. tipper.

AUSTIN-B.M.C. (5.1-litre) 5-ton long-wheelbase

4-wheel platform, 18-ft. alloy body.

ATKINSON L1786 (Gardner 6LW) 180 b.h.p.

8-wheel Milshaw platform and tipper, choice of two.

A.C. Morris Mk. II (7.5-ton) 8-10-ton

4-wheel Milshaw tipper, 15-ft. alloy body.

ALBION Rover 10-cwt. alloy-drive 22-ft. platform

truck, Michelin 20C, £200.

54 SEDDON (Perkins P6) 6-ton 4-wheel long-

wheelbase platform and tipper; choice of two.

B.M.C. (5.1-litre engine) 7-ton 4-wheel 150-in.

platform, 17-ft. pilot, body, 9.00 by 20.

LEYLAND (Commer) diesel 8-cwt. 4-wheeler

truck, alloy platform, 15-ft. alloy body.

ALBION Chieftain (diesel) 4-wheel long-

wheelbase platform and tipper; choice of two.

FODEN FG6-15 (Gardner 6LW) 8-wheel, 3,600-gal. Daimler spirit tanker, Teclemit tub.

COMPLETE DETAILED LIST AVAILABLE.

YORK TRAILER DISTRIBUTORS.

SELF-FINANCED HIRE-PURCHASE FACILITIES.

EXCHANGES.

COMBERHILL MOTORS, LTD. 859-342

MARSHALLS (CAMBRIDGE), LTD.

AIRPORT GARAGE, Cambridge 56291.

OFFER THE FOLLOWING USED COMMERCIAL VEHICLES:—

IMMEDIATE delivery of AUSTIN 150-in. wheelbase all-steel 7-cu.-yd. tipper with power steering and 9.00 x 20 tires.

1957 BEDFORD 8-ton normal-control prime mover, Scammell automatic coupling gear, Bedford 300 diesel engine, £400.

1957 AUSTIN forward-control prime mover, Scammell automatic coupling gear, B.M.C. diesel engine, £400.

1958 BEDFORD Marshall Buscette, grey, excellent condition, £425.

1955 ATKINSON 12-ft. 2-cwt. forward-control platform truck, 18-ft. alloy body, B.M.C. diesel engine, 200 condition, £165.

1953 BEDFORD 7-ton forward-control platform truck, Albion diesel engine, tyres fair.

1952 COMMER forward-control petrol platform truck, good condition, £100.

1950 BEDFORD 5-ton insulated meat van, new engine just fitted, good tyres, £150.

1951 63 BRIDGE STREET, PETERBOROUGH.

Phone, 66011.

1955 COMMER 15-cwt. van, green and black, good condition, £260.

1956 MORRIS pick-up, grey, fitted heater, £310.

1957 AUSTIN 5-ton, grey, fitted heater and wings, mirrors, good tyres, £385.

1955 STANDARD 10 van, blue, £310.

1958 AT 120 GOLDINGTON ROAD, BEDFORD.

Phone, Bedford 68386.

1952 BEDFORD 10-cwt. van, £95.

1954 AUSTIN 40 pick-up, green, fitted heater, £265.

1953 AT 10-cwt. van, £100.

1952 MARSHALLS (CAMBRIDGE), LTD. 859-348

CAMBRIDGE, PETERBOROUGH, BEDFORD.

HILLS.

ATKINSON SLW 20-ft. platform lorry, first registered

1954 E785.

BEDFORD 5-ton long-wheelbase P6 diesel tipper, alloy

body 12 ft. 6 in. by 6 ft. 8 in. by 3 ft. 4 ft. fixed

sides, 8.25 by 20 12-ply tyres, first registered October, 1954.

1955 BEDFORD 5-ton long-wheelbase coachbuilt platform

lorry, petrol, one owner, first registered June, 1959.

1956 BEDFORD 6-ton forward-control platform lorry (coachbuilt), 300 cu. in. diesel engine, 2-speed axle, approx. body length 17 ft, first registered 1958, £675.

1957 BEDFORD 6-ton forward-control 6-cwt. alloy, U tipper, first registered 1958, £685.

1958 BEDFORD 8-ton normal-control Scammell tractor, one owner, first registered 1956, £345.

HILLS GARAGES (MANCHESTER), LTD.

80-90 PORT STREET, MANCHESTER, 1.

Central 4311.

859-886

June 3, 1960—THE COMMERCIAL MOTOR 55
(Supplement)

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A.E.C. AUTHORIZED DEALERS.

DODGE AND TROJAN DISTRIBUTORS.

1958 7-ton BEDFORD tipper, long-wheelbase alloy body, high-sided, Bedford engine.

1956 SENTINEL 6-wheel tipper, A.E.C. engine, Brown box, 19-ft. high-sided alloy body.

1950 THORNYCROFT Sturdy, special flat.

1957 LEYLAND Comet, long-wheelbase double drop-side, Eaton 2-speed.

1948 SEDDON FG platform lorry.

1957 ALBION Chieftain, drop side.

1959 FORD Trader 7-ton long-wheelbase tipper, steel body.

1954 THORNYCROFT Sturdy special, CR6 engine, 20-ft. platform, 9.00 x 20 tyres.

1954 COMMER TS3 7-ton long-wheelbase platform

lorry.

1955 SEDDON SL drop-sided, 9.00 x 20 tyres, cond.

1955 BEDFORD tractor unit.

1955 DODFORD tractor unit with Scammell coupling, Albion engine and gearbox, with 23-ft. insulated

container.

1956 BEDFORD 7-ton drop side, choice of three.

1954 BEDFORD 7-ton tipper, choice of two.

1954 LATE 1956 long-wheelbase DODGE.

1955 NEW A.E.C.s, long-wheelbase Mercurys, immediate delivery.

1955 LEYLAND Comet tractor unit.

1955 ATKINSON 6-wheeler long-wheelbase flat.

1951 1951 BEDFORD tractor unit.

1951 LIVERPOOL ROAD.

NEWCASTLE, STAFFS.

Phone, Newcastle 52251-2.

859-293

BLOX SERVICES, LTD.

LONDON ROAD, MORDEN, SURREY.

Phone, Merton 4533.

1955 AUSTIN 1953 2-ton Luton van, £145.

1958 AUSTIN 1958 Omnivan (low mileage), £450.

1956 AUSTIN 1956 Omnivan, £315.

1955 AUSTIN 1955 A40 van, £125.

1956 BEDFORD 1958 Workbus, £425.

1955 THAMES 1955 3-ton 4D long-wheelbase truck, £325.

1955 MORRIS 1949 1-ton van (P.V.), £65.

ALL these vehicles are available for inspection.

860-8710

1957 ATKINSON 8-wheel tipper.

1952 ALBION 8-wheel drop-side platform.

1951 ALBION 4-wheel platform.

1952 E.R.F. 8-wheel platform.

1952 DODGE 7-ton long-wheelbase diesel platform.

1951 FIRE-PURCHASE and part-exchanges.

1951 COMMERCIAL MOTORS (CLAY CROSS), LTD.

CLAY CROSS, DERBYS.

Phone, Clay Cross 3302—Night extension.

859-84

1951 PRAILLS (HEREFORD), LTD.

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, AUSTIN, FORD, DODGE.

1958 COMMER TS3 diesel 20-ft. platform body, one owner, immaculate condition.

1957 BEDFORD 7-ton, Leyland Comet, engine, 17-ft. platform body.

1956 BEDFORD 7-ton, R6 diesel engine, reconditioned.

Used Goods Vehicles (contd.)

R OOTES, LTD.,

OFFER FOR SALE.

C ANTENBURY,

THE PAVILION.

PHONE 3232.

1951 FORDSON 2-ton van, £85.

1955 AUSTIN 1-ton van, painted cream and green, £225.

1957 AUSTIN 15-cwt. caravan, moderate mileage, £25.

B IRMINGHAM, 10.

COVENTRY ROAD.

VIC 4388.

1955 COMMER 7-ton TS3 drop-sider, 18-ft. body, £625.

1958 FORD 10-ton tractor, 6D diesel engine, S.A.E.

fifth-wheel coupling, £860.

1954 LEYLAND Comet long-wheelbase tipper,

reconditioned with new chassis and Pilot

tipping gear, £760.

B.M.C. diesel drop-sider, 7-ton, ex-C-licence

operator, 2-speed rear axle, £600.

COMMER ED van, choice of from £300.

1957 MORRIS Minibus, green, £355.

R OCHESTER, HIGH STREET.

CHATHAM 42231.

1957 COMMER express delivery van, grey, one

owner, £300.

1958 AUSTIN Olympia, one owner, dark blue,

heater, excellent condition, £525.

1956 BEDFORD 12-ton 12-wheel, green, very good

condition, £330.

1958 COMMER ED van, one owner, blue, very

good condition, £320.

COMMER Cob light van, one owner, green,

good condition, passenger seat, £305.

COMMER express delivery van, one owner,

antelope, good condition, wing mirrors, £389.

1957 BEDFORD 10-12-cwt. van, one owner, beige,

good running order, £325.

1955 COMMER 25-cwt. van, cream, mechanically

sound, £225.

M ANCHESTER.

OLYMPIA, CHESTER ROAD.

BLA 6677.

1954 December AUSTIN 14-ton van, 2-tonne blue,

good tyres, very excellent condition, low mile-

age, C-licence user, £125.

1957 June, MORRIS Minibus 12-seater, 2-tonne

cream-green, good condition, £325. 859-408

W HALEBONE MOTORS, LTD.,

239-241 HIGH ROAD,

CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282.

1951 LEYLAND Octopus, 600 engine, double drive,

20-ft. box body.

1951 BEDFORD 6-wheeler, 6LW Gardner, double drop-

side super new body.

59 FORD Trader, 6D engine, double drop-side,

B.M.C. diesel tipper, power steering, 2-speed

and 4-wheel drive.

1948 A.E.C. 8-wheeler, 9.6 engine, double drive,

Duramit body and cab.

FORDSON diesel, double-drop-side body,

hydraulic tail lift.

FORDSON diesel, fitted ejector body.

1953 E.R.F. 8-wheeler, double drive, 8-wheel brakes.

1950 E.R.F. 4-wheeler, 6LW engine, tippers chassis.

1943 A.R.F. artic., 26-ft. Carrimore tandem trailer.

1950 F.G. FODEN 6-wheeler, 5LW engine, double

drive.

25-TON SCAMMELL tractor unit, 6LW Gardner, 40

8-ton equipment.

15-TON SCAMMELL tractor unit, 6LW Gardner,

14.00 x 16 tyre equipment.

25-TON low-loading trailer, 16-ft. well, 14.00 x 20

16-ton equipment, knock-out axle, Scammell coupling.

10-TON low-loading B.T.C. trailer, knock-out axle,

Scammell coupling.

LEYLAND Beaver, 600 engine, box body.

ARTIC van trailer, S.A.E. couplings, air brakes.

T ASKER pantechinon trailer.

SCAMMELL Luton trailers.

NUMEROUS articulated and drawbar trailers in stock.

859-400

C MAR M ART, LTD.

SIX MONTHS' GUARANTEE

WHERE STATED.

1957 BEDFORD 10-12-cwt. van, guaranteed, £325.

1948 MORRIS 30-cwt. Luton van, £125.

1956 BEDFORD 3-ton diesel drop-side truck, guaranteed, £495.

1958 FORD Escort estate car, guaranteed, £465.

1959 FORD ThAMES 15-cwt. van, 14,000 miles, £395.

1957 AUSTIN LD1 1-ton B.M.C. diesel Luton van (fitted/dismantled engine), £265.

1957 FORD ThAMES 15-cwt. 12-seater utility, 14,000

miles, £575.

THE CAR M ART, LTD.

WELSH HARP,

EDGWARE ROAD, N.W.9.

Hendon 6500.

859-107

Used Goods Vehicles (contd.)

IMMEDIATE DELIVERY.

WE can offer from stock

1958 138-in. Trader tipper.

1958 108-in. Trader tipper.

1958 NEW 41-seater Yeoman Duple-Trader coach.

1958 NEW 7-ton SEDDON 14-ft. 6-in. wheelbase with Leyland

550 engine, £860.

1958 U.V. Warrior 4LW engine, 10.00 x 20 tyres, suitable for

21-ft. 6-in. body.

1958 LSO the following used vehicles:-

1958 YORK 25-ft. trailing axle semi-trailer.

1955 7-ton GUY Otter, 4LW engine, 20-ft. platform.

1957 7-ton GUY Otter, automatic lubrication, 18-ft. 5-in. platform.

1958 LEYLAND Hippo 6-wheeler, 600 engine, 22-ft. platform.

1955 BEDFORD, platform 17-ft. 6-in., R6 engine.

1958 54 BEDFORD Meadows, double-drop-side platform.

1957 MORRIS 12-ton, resprayed green.

1958 7-ton double-drop-side FORD Thames.

1957 5-ton B.M.C. platform.

1948 MAUDSLAY articulated unit, 7.7 engine, fifth wheel.

1948 BEDFORD articulated unit, P6 engine, 20-ft. Scammell trailer.

1954 BEDFORD articulated, P6 engine, Scammell.

1938 FODEN 8-wheeler tipper, 6LW engine.

1959 FORD Trader tipper, 6 cu. yd.

1958 FORD Trader tipper, 6 cu. yd.

1946 ATKINSON 6-wheeler tipper, 20 cu. yd.

1957 COMMER TS3 double-drop-side tipper.

1956 7-ton DODGE, R6 engine, platform.

1955 MANY other vehicles to choose from.

HAVE VEHICLE WILL HIRE.

IN these days of credit restrictions we are prepared to hire out any of the above vehicles for periods of one week or more. Further details on request.

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BEDFORD, STANDARD AND CRANE TRAILERS.

1958 BEDFORD 15-cwt. van, recent engine overhaul.

1957 ThAMES diesel 5-ton tipper, choice of two, £350.

1954 DODGE 6-ton long-wheelbase diesel tipper.

1939 4.5-ton, R.F. 4-wheeler, almost new alloy platform, £440.

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MAYFAIR GARAGE (TAMWORTH), LTD.,

COLESFIELD ROAD, FAZELEY, TAMWORTH.

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OFFER THE FOLLOWING CAREFULLY SELECTED USED VEHICLES.

A.E.C. Monarch 1947 platform truck, fitted with

7.7-litre engine and 21-ft. alloy body with

extended headboard, in very good condition throughout.

ATKINSON 1948 6-wheel, fitted with Gardner 6LW

engine, overdrive gearbox, 21-ft. 6-in. platform

body, cab and mechanical condition very good.

FORD ThAMES 4D 1956 platform truck, fitted with

15-ft. wooden body with extended headboard, tyres and good condition, £600.

MORRIS-COMMERCIAL 1954 3-ton truck, fitted with

B.M.C. 4-cylinder diesel engine and 12-ft. wooden

drop-side body, clean useful vehicle.

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TILBURY'S (SOTON), LTD.,

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PART-EXCHANGES AND H.P. TERMS.

1959 SEDDON diesel, fitted with Leyland 350 engine, 17-ft. platform cab, de luxe cab, including heater, flashers, illuminated cab facia, Goodyear cross-rib tyres, 'mudflaps', £600.

1958 SEDDON diesel Mk. 8R Scammell tractor unit, in good order and condition.

1958 SEDDON diesel Mk. 12, fitted with 18-ft. 6-in. platform body, modified R6 engine, 18500 twin-speed axle, 9.00 x 20 tyres, equipment, one C-licence owner.

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1950 MORRIS diesel Saurer 5-ton drop-side body, one owner, C-licence owner, £465.

1949 MAUDSLAY 4-wheeler with 4-wheel trailer, £465.

1949 good condition throughout.

1946 E.R.F. tractor unit, semi-trailer, one owner.

ALWAYS IN STOCK.

DIESEL AND PETROL VEHICLES

FROM £100-£300.

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NEW B.M.C. 7-ton diesel, 18-ft. platform.

NEW B.M.C. 7-ton diesel, 14-ft. tipper.

NEW LEYLAND Octopus 8-wheeler.

NEW LEYLAND Beaver tractor unit.

NEW ALBION Reiver 6-wheeler, double drive.

NEW ALBION Chieftain 4-wheeler.

USED VEHICLES FOR SALE.

A.E.C. 8-wheeler, 24-ft. platform.

1958 LEYLAND Comet, 20-ft. platform.

1957 E.R.F. 4.4G, 20-ft. platform.

1956 LEYLAND Comet, normal control, 18-ft. platform.

1955 E.R.F. 4.4G, 20-ft. platform.

1955 A.E.C. Mercury, 20-ft. platform.

1955 AUSTIN 5-ton short-wheelbase petrol tipper.

1955 FORD 5-ton P6 diesel tipper.

1955 BEDFORD 5-ton tractor unit and 20-ft.

Scammell trailer.

1952 A.E.C. Monarch, 20-ft. platform.

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1944 THE ABOVE VEHICLES ARE IN CLEAN

CONDITION, AND MAY BE SEEN ANY TIME

INCLUDING SATURDAYS AND SUNDAYS.

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1959 FORD 4D long-wheelbase platform, 14,000

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1957 COMMER TS3 diesel 12-ton artic.

1957 NEW vehicles for immediate delivery.

1957 LEYLAND Comet CS3/3R long-wheelbase chassis-cab.

1957 ALBION Reiver chassis-cab.

1957 A LBION Chieftain chassis-cab.

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1957 NEW 10-cu.-yd. steel tipper body.

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1959 AUSTIN 3-ton diesel truck, recirculated, exact condition, £365.

1959 BEDFORD 7-ton long-wheelbase diesel platform truck, 17-ft. 4-in. long body, engine倦倦, £395.

1959 LAND ROVER, short wheelbase, with tilt, in fair order, £265.

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1959 Maryland 6699.

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1959 BEDFORD heavy-duty petrol tipper, £495.

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1959 BEDFORD 7-ton long-wheelbase diesel

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1959 7-ton DODGE truck, diesel, £525.

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-ft. tipper.
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-ft. platform.
platform.
normal control.
platform.
platform.

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tipper.

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17-ft. platform.

platform.

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6,000 miles only.

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12-ton artic.

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alated meat van, £295.

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long-wheelbase diesel ph

in. long body, engine in

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£150. 1951 AUSTIN long-wheelbase drop-side tipper, good condition.
£275. 1955 DODGE Kew, R6 engine, 18-ft. 6-in. platform, 2-speed axle, good tyres.
£95. 1949 DODGE Kew, P6 engine, 15-ft. drop-side body, good condition.
£225. 1955 DODGE short-wheelbase drop-side tipper, 2-speed axle, petrol.
£175. 1953 AUSTIN long-wheelbase tipper, P6 engine.
£150. 1951 AUSTIN N.C. 6-cu.-yd. short-wheelbase tipper, B.M.C. diesel, repainted, very clean.
£465. 1955 DODGE short-wheelbase steel-bodied tipper, P6 engine, new 6LW engine.
£395. 1955 FODEN 8-wheel platform, new 6LW engine.
£475. 1955 FODEN 8-wheel platform, new 6LW engine.
£175. Two Gardner 5LW engines, one reconditioned.
£375. 1955 BEDFORD A-type drop-side steel-body tipper, B.M.C. diesel, repainted, very clean.
£375. 1955 AUSTIN 6-wheel breakdown truck, power winch.
£375. 1955 BEDFORD A-type drop-side medium-wheelbase twin ram tipper, P6 engine, new cab.
£295. 1955 AUSTIN breakdown truck, petrol engine, very clean.
£375. 1956 AUSTIN N.C. 3-way tipper, good tyres.
£375. 1956 AUSTIN N.C. 3-way tipper, good tyres.

PART EXCHANGES AND DEMONSTRATIONS WITH PLEASURE.

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NEW BEDFORDS FROM STOCK.

7-TON long-wheelbase 18-ft. forward-control drop-side truck, diesel 2-speed axle, heavy-duty tyres.
7-TON long-wheelbase forward-control 16-ft. diesel.
6-TON normal-control tipper, Bedford 300 diesel engine, heavy-duty tyres.
IMMEDIATE delivery of BEDFORD CA vans and commercials.
1951 BEDFORD normal-control 6-ton platform truck, excellent condition, £660.
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1949 BEDFORD petrol 3-ton express parcel van, £100.
1952 BEDFORD petrol 5-ton flat, £95.
1949 COMMER 8-cwt. van, excellent condition, 17,000 miles, £340.
1958 FORD Thames 15-cwt. van, 23,000 miles, one owner, £325.
1950 BEDFORD 10-cwt. van, excellent condition, £85.
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Phone, 27100.
1957 AUSTIN 5-ton diesel normal control drop-side, £450.
1954 SEDDON 7-ton forward control 17-ft. drop-side, £450.
1953 DODGE 7-ton diesel platform, 2-speed axle, £345.
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1955 AUSTIN 5-ton normal control petrol drop-side, £280.
1956 FORD 4-ton 4D 1,500-cu.-ft. capacity Luton van with drop-loading well, £450.
1955 MORRIS 5-ton normal control petrol 1,200-cu.-ft. 16-ft. alloy Luton van with 18-ft. straight-through floor, £375.
SEVERAL old-type Luton vans, from £75.

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1956 FORD 4D 4-ton long-wheelbase drop-sider, helper springs, low mileage, excellent condition, £450.
1946 BEDFORD 3-ton van, £100.

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1957 FORD 4D drop-side truck, reconditioned.
1954 BEDFORD diesel-type long-wheelbase drop-side, reconditioned.
1949 FORD diesel platform, Boys trailing axle, reconditioned engine, £125.
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VANS.
A Selection of 1950-56 FORD 5- and 10-cwt. vans.
1950 ALBION furniture van, petrol engine.
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1956 STANDARD 6-cwt. pick-up.

1956 MORRIS Utilibus 12-seater.
1956

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SPURLING MOTOR BODIES, LTD.

"THE NAME BEHIND THE SALE" FOR "QUALITY TESTED" SECURITY.
1956 AUSTIN A30 van, light grey.
1957 AUSTIN Omnivan, grey and blue.
1957 BEDFORD 10-12 van.
1958 BEDFORD 10-12 van.
1958 BEDFORD caravan.
1958 BEDFORD 5-ton long-wheelbase truck.
1955 AUSTIN 6-ton boxvan.
1955 SEDDON 6-ton boxvan.
1954 BEDFORD 7-ton diesel truck.
VARIOUS 5- and 7-ton BEDFORD short- and long-wheelbase tippers.
1955 7-ton tipper, one owner, first-class used vehicles, demonstration without obligation.
OTHER makes and types available.
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LEYLAND, ALBION DEALER,
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Phone, South Elmall 2767-8.

1951 BEDFORD platform, petrol.
1952 BEDFORD platform, petrol.
1952 BEDFORD platform, petrol.
1953 COMMER TS3, 1957, with 22-ft. platform body and Boys rear axles. COMMER Centaur, 1955, 18-ft. platform body, 2-speed axle.
1958 BEDFORD 5-ton long-wheelbase truck, 3-ton express parcel van, £100.
1952 BEDFORD petrol 5-ton flat, £95.
1949 COMMER 8-cwt. van, excellent condition, 17,000 miles, £340.
1958 FORD Thames 15-cwt. van, 23,000 miles, one owner, £325.
1958 BEDFORD 10-cwt. van, excellent condition, £85.
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A LBION Chieftains, 1954, 16-ft. 6-in. platform bodies.
FORD 4D 1955 5-ton with drop-side body.
LEYLAND Steer, 1951, 600 engine, platform body.
BEDFORD 5-ton, 1956, drop-sided body, petrol.
BEDFORD 7-ton, 1954, R6 engine, drop-sided body.
BEDFORD 5-ton 1956 tipper, petrol engine.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE,

SOUTH ELMALL.

859-382

WILDE AND BENNETT, LTD.
NEW LEYLAND Comet 3R, 21-ft. platform, immediate delivery.
NEW THAMES Trader 7-ton long-wheelbase drop-side lorry, 18-ft. long, 9.00 x 20 tyres, immediate delivery.
NEW LEYLAND Comet 3R, fitted with primrose third axle, 24-ft. platform with special A licence, 5 tons 5 cwt., Metropolitan Area.
1956 M.C. 7-ton long-wheelbase drop-side lorry, to clear, £425.
1957 AUSTIN Lodestar 5-ton long-wheelbase lorry, to clear, £275.
1950 DENNIS Max diesel, fitted 1,500-cu.-ft. pan-American body, immaculate condition throughout, only £125.
1950 FORD 4D diesel short-wheelbase tipper, only £125.
1950 VULCAN diesel 6-ton long-wheelbase lorry, only £125.

1950 TERMS AND EXCHANGES.

WILDE AND BENNETT, LTD.

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LEEDS COMMER DEALERS.

NEW. Immediate delivery.
COMMERCIALS 7-ton 13-ft. 6-in. wheelbase chassis-cab, air brakes, 5-speed gearbox, helper springs, double heaters, 9.00 by 20 tyres, blinker lights.

COMMERCIALS 24-ft. 6-wheel platform truck, with 9.00 x 20 tyres, air brakes, power steering.

COMMERCIALS 15-cwt. van, petrol.

COMMERCIALS TS3 12-ton Scammell.

USED. AUSTIN Loadstar, Balco extension, 18-ft. platform.

COMMERCIALS 7-ton long-wheelbase tipper, 2-speed axle, power steering.

BRISTOL 8-wheel, 24-ft. platform.

38 UXBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

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June 3, 1960—THE COMMERCIAL MOTOR 57
(Supplement)

Used Goods Vehicles (contd.)

COMMER TS3 6-wheel tipper.

1951 VULCAN P6 drop-sider.

1954 COMMER Express delivery van, repainted.

1951 FODEN (Gardner) 8-wheel drop-sider.

1952 BEDFORD (Comet) Scammell.

1951 THORNYCROFT Trident platform.

1955 COMMER Express delivery van, rebored and repainted.

1955 BEDFORD 7-ton diesel drop-sider, repainted.

1953 COMMER (petrol) 5-ton insulated van.

1955 AUSTIN A40 van, repainted.

1955 COMMER TS3 7-ton standard tipper.

1953 LEYLAND Comet ECO2-IR platform.

1954 AUSTIN (December) 5-ton petrol tipper.

1955 MORRIS Cowley 10-cwt. van.

1950 LAND ROVER (petrol).

1947 BEDFORD 5-ton cattle truck.

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NEWCASTLE ROAD,

TRENT VALE,

STOKE-ON-TRENT.

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(CHISWICK FLYOVER.)

FOR Quality Tested used vehicles.

1953 BEDFORD 25-cwt. petrol Spurling van, clean condition, £225.

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1958 BEDFORD CA van, one owner, first-class condition, £150. choice of several.

1957 SCAMMELL 23-ft. 10-ton platform trailer, £425.

1958 BEDFORD CA mobile grocery van, 7,000 miles from new, £225.

1954 BEDFORD 5-ton long-wheelbase truck, reconditioned engine, £300.

1954 BEDFORD HOUSE,

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CHISWICK, W.4.

Chiswick 6741.

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VAUXHALL-BEDFORD MAIN DEALERS,

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1958 BEDFORD Workbus, one owner, £375.

1958 BEDFORD Dormobile 2-berth caravan, £525.

1956 BEDFORD CA van, £240.

1952 BEDFORD 5-ton tipper, £150.

1949 2-ton BEDFORD boxvan, one owner, £75.

1947 30-cwt. BEDFORD truck, £70.

1958 AUSTIN A35 van, one owner, £300.

1958 B.M.C. 3-ton long-wheelbase van, diesel, £425.

1955 MORRIS 3-ton Thames Trader, 4D, one owner, £625.

1958 TROJAN diesel 1-ton van, £245.

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THE NIGHTINGALE ENGINEERING CO., LTD.

E.R.F. twin-steer platform, good condition.

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1958 DENNIS Pax flat platform, first-class condition, choice of two.

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EARLY DELIVERY OF ALL COMMERCIAL MODELS.

THE FOLLOWING FOR IMMEDIATE DELIVERY.

NEW COMMERCIAL 7-ton diesel, 9-ft. 7-in. wheelbase, chassis-cab.

NEW COMMERCIAL 7-ton diesel, 9-ft. 7-in. wheelbase, tipper, complete.

NEW COMMERCIAL Unipower diesel, chassis-cab on 9.00 x 20 tyres.

NEW COMMERCIAL 14-ton super capacity van, petrol or diesel.

1957 COMMERCIAL 12-ton diesel, articulated outfit, Eaton 2-speed axles, one owner, £2975.

1957 COMMERCIAL 7-ton diesel tipper, timber body, very good condition, £850.

1957 AUSTIN 2-3-ton dropside, diesel engine truck, one owner, very clean, £360.

ANCHOR MOTORS, CHESTER.

859-387

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Used Goods Vehicles (contd.)

WHEELERS (MOTORS) LTD.,
MORRIS-COMMERCIAL DISTRIBUTORS,
YEOVIL, SOMERSET.
Phone, Yeovil 2561-2-3.

1959, September, MORRIS prime mover (diesel), 8.25 x 20 tyres, Eaton 2-speed axle, complete with 25-ft. York double-drop-side trailer, little used and in exceptional condition. B.M.C. 7-ton drop-side truck.

1956, October, 7-ton B.M.C., Eaton 2-speed, power steering, 20 x 20 tyres, 15-ton B.M.C. diesel forward-control drop-side truck, excellent condition.

AUSTIN Loadstar all-steel tipper, P6.

(Late) **COMMER** TS3 diesel 7-ton truck.

BEDFORD 5-ton normal-control platform trucks, P6 diesel, choice of two.

1952, November, **SEDDON** 7-ton platform truck, P6.

VULCAN 6-cwt. tipper, P6.

DODGE drop-side lorry, P6, 2-speed axle.

SEVERAL new MORRIS-COMMERCIAL vehicles in stock.
FAVOURABLE delivery on all models.

3,200 GAL. trailer tankers, in very good condition (choice of two).

IMMEDIATE delivery MORRIS 5-ton forward-control drop-side truck, Eaton 2-speed axle, 8.25 x 20 tyres. 859-541

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MAIN DISTRIBUTORS FOR ATKINSON VEHICLES
AND YORK TRAILERS.

1958 Registered ATKINSON 8-wheeler, 24-ft. treble drop-side body, fibre glass cab, 40 x 8 tyres, 6LW Gardner engine, chassis black, cab and body painted red.

NEW FORD Trader 7-ton Etdro drop-side tipper, 8.25 x 20 12-ply tyres, ex stock.

NEW Scammell automatic coupling, complete with new 26-ft. York trailer, 9.00 x 20 12-ply tyres, ex stock.

NEW COMMER TS3 10-ton tractor unit, overdrive box, air brakes, Scammell coupling, ex stock.

NEW COMMER TS3 5-speed box, 9.00 x 20 tyres, air brakes with York third axle conversion; available shortly.

NEW AUSTIN 1-ton van, diesel engine, in grey primer, with passenger door, side door, lock, 6LW, Scammell automatic coupling, unused six months, repossessed by finance company, £900.

1959 STANDARD Atlas van, blue, one owner, £325.

DEALERS FOR:
AUSTIN, FORD, COMMER, KARRIER, B.M.C. AND LAND ROVER.

PRICE'S (EARL SHILTON) LTD.
NEW STREET, EARL SHILTON,
LEICESTER.
Phone, Earl Shilton 3321-2-3. 859-329

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DODGE DISTRIBUTORS.

NEW DODGE forward-control 6-ton diesel tipper (Model 3123P).

NEW AUSTIN Gipsy (diesel).

NEW AUSTIN 1½-ton petrol van, list price.

NEW STANDARD Atlas 10-12-cwt. van (side loading door), £600.

NEW STANDARD 6-cwt. van, list price.

1958 **Thames** Trader 7-ton long-wheelbase truck (2-speed axle), £850.

1958 **Thames** 10-12-cwt. van, £375.

1958 **Thames** 5-cwt. van with heater, £285.

1957 **DODGE** 6-ton diesel tipper (Model 103AP6), alloy body, £750.

1957 **Thames** Trader 5-ton 6D tipper, £775.

BEDFORD 10-12-cwt. van, £275.

1956 **DODGE** 6-ton short-wheelbase diesel tipper, 6-cu.-yd. alloy body, £665.

1955 **STANDARD** Vanguard diesel van with overdrive, £425.

1952 **Thames** 3-ton tipper (diesel), £190.

MAYDAY LTD., Thorntown Heath, Croydon. Thorntown Heath 3473. 859-412

WARRICK MOTOR ENGINEERING CO., LTD.
ALBION CONCESSIONNAIRES, LEYLAND DEALERS.

OFFER:—

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1011-speed, 1012-speed, 1013-speed,

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MAIN FORD DEALERS,
43-45 ACRE LANE, BRIXTON, S.W.2.
Brixton 6431 (six lines).

OFFER EARLY DELIVERY OF THE THAMES AND THAMES TRADER RANGE OF PETROL AND DIESEL COMMERCIAL VEHICLES.

ANY MAKE OF USED VEHICLE ACCEPTED IN PART-EXCHANGE.

SPECIAL BODIES BUILT TO SUIT REQUIREMENTS.
HIRE-PURCHASE FACILITIES.

IN FACT, EVERYTHING TO ASSIST THE TRANSPORT USER.

PLUS DAY AND NIGHT SERVICE.
WRITE, PHONE OR CALL FOR PARTICULARS.
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FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.

Gladstone 2234-5-6-7.

NEW 3-ton Trader diesel chassis and cab, with wheelbase extension suitable for 1,000-1,200-cu.-ft. Luton body, delivery from stock.
NEW 4-ton 157-in.-wheelbase 4D chassis and cab with 1,000-cu.-ft. body, under construction, available shortly.
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BROOKSIDE MOTORS (CROYDON), LTD.

132 BRIGSTOCK ROAD,
THORNTON HEATH, SURREY.

The 4256.

NEW FORD Thames 7-ton Trader for immediate delivery, Eddbro bodies.
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PRIMROSE offers third axle for your 7-ton Trader.

ALL inquiries to Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. 222-943

BARTON TOWNSEND, LTD., Main FORD DEALER.
Lancaster 2151-9-9.

IMMEDIATE delivery Trader 7-ton 160-in.-wheelbase chassis and cab, 9.00 x 20 Michelin XY.

TRADE 7-ton 160-in. chassis and cab, 9.00 x 20 tyres on 3-piece wheels, 28-gal. tank, twin passenger seat, EXCHANGES welcome.

859-8671

7-TON Trader, new 108-in. wheelbase chassis-cab, 6-cylinder diesel, immediate delivery. Phone, Eppes Bros., Barnborough, Kent, 55551.

W. J. BROWN for the full Thames range, 5-cwt. to 10-tonne, second hand commercial vehicles.

Finchley Rd., Hampstead 2284.

859-216

TRADE 160-in.-wheelbase 6 x 2 and 6 x 4 chassis-cabs with County Cars conversion, with single heater, flashing indicators, 28-gal. fuel tanks, 9.00 by 20 12-ply 3-piece wheels, for immediate delivery.

7-TON Trader 108-in. wheelbase, with 9.00 by 20 14-ply tyres, immediate delivery.

W. V. RADFORD, LTD., 191 King St., Hammer.

859-169

2-TON Thames diesel van, list price.

AKTHORPE MOTOR CO., North Circular Rd., 859-370

NEW Thames Trader chassis and cab and tipper, early delivery of all models. Exchanges, deferred terms. S. McIver, Ltd., 244 Gallowgate, Glasgow, C.4. 859-514

GOGGOMOBIL

BUY your GOGGOMOBIL from main distributors, London and Middlesex. New and used Goggomobils for immediate delivery. Spares and service. Mansell and Fisher, 93-95 Old Brompton Rd., London, S.W.3. Knightsbridge 7705.

859-616

GUY

K.B. MOTORS, distributors for GUY vehicles in mid-southern England. Early delivery on most models of Guy 4-, 6-, and 8-wheelers. Part-exchanges welcome. Fuel pump and injector service for all makes.

K.B. MOTORS, Benwell Lane, Newcastle. Phone 35273 (six lines).

859-745

GUY Vixen, B.M.C. diesel engine, 16-ft. 3-in. platform body, 4-wheel, 12-ft. 6-in. wheelbase.

PRIMROSE offers third axle for your GUY vehicle.

ALL inquiries to Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. 222-941

NORTH CHESHIRE MOTORS, LTD., Wootton.

Phone, Warrington 33271. Sales, spares and service.

222-973

IMMEDIATE DELIVERY.

NEW and unregistered GUY Invincible, Mk. II, Gardner 6LX engine, German ZX 6-speed overdrive gearbox, double-drive overhead worm axle, power-assisted steering, radio and heater, 24-ft. timber platform body, customer unable to take delivery.

ARNOLD AND PILE, LTD.

ST. VINCENT'S ROAD,
DARTFORD.

Phone 26371. 859-182

WIGGS AND SONS, LTD., for GUY sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241

859-627

GUY Warrior light 8-wheeler chassis and cab, fitted with A.E.C. 7.7L diesel engine and Eaton 18800 2-speed axle, H.D. frame, can be supplied complete with either platform, drop-side or tipping body. Immediate delivery.

MAFFAY GARAGE (TAMWORTH), LTD., Cosehill

1396-7. Fazeley, near Tamworth, Staffs. Tamworth 859-243

A48

New Goods Vehicles (contd.)

MAY'S MOTORS (ELSTEAD), LTD., Elstead, Surrey. Phone, Elstead 2147-8. GUY distributors for Surrey.

EARLY delivery of most models.

GUY Invincible 8-wheeler, double drive, Gardner 6LX engine, chassis-cab. Feltham 3822. 859-198

IMMEDIATE delivery new GUY Invincible 8-wheeler with chassis and cab or with 24-ft. platform body, from stock. T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. Rd. East, Oldbury, near Birmingham. 859-231 Broadwell 1840 and 2800.

NEW GUY Invincible 8-wheeler with the Leyland 680 engine, 6-speed gearbox, air brakes, latest model, immediate delivery from stock, offered at an attractive price. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 859-315

KARRIER

HAMBLINS OF RUSHDEN.

TOP ALLOWANCES ON YOUR OLD VEHICLES
BEST HIRE-PURCHASE FACILITIES FROM
NO DEPOSIT.

PHONE, RUSHDEN 3211.

NORTHAMPTONSHIRE. 859-237

1960 KARRIER Bantam chassis-cab, immediate delivery. Contay Motor Works, Ltd., 164a Southwark Bridge Rd., S.E.1. Waterloo 6162-3. 859-395

LAND ROVER

109-in. petrol, for immediate delivery. Phone, Farnborough, Kent, 55551.

DIESEL long-wheelbase models available at present from Terms, ex-changes. Searle, Ltd., Sunbury 3014, 3867.

NEW LAND ROVER Series II, 88-in. wheelbase, petrol, early delivery. 859-59

NEW LAND ROVER Series II, 88-in. wheelbase, diesel, early delivery. 859-59

NEW LAND ROVER Series II, 109-in. wheelbase, petrol, early delivery. 859-59

NEW LAND ROVER Series II, 109-in. wheelbase, diesel, early delivery. 859-59

NEW LAND ROVERS from 1953 onwards, from £200. COMBS AND SONS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

LEYLAND

BOYS third axle for all Comets and Beavers. Ask your agent. 859-637

J. H. SPARSHATT AND SONS (SOUTHAMPTON), LTD.

THE CAUSEWAY, REDBRIDGE, SOUTHAMPTON.

Phone, Totton 2258.

NEW

LEYLAND

AND ALBION VEHICLES.

PART-EXCHANGES WELCOME. 859-718

BROWNHILLS MOTOR SALES, LEYLAND, ALBION, SCAMMELL

AUTHORIZED DEALERS.

Early delivery of new Leyland Comets and Super Comets.

BROWNHILLS MOTOR SALES, WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 859-67

FOR immediate delivery due to cancellation of order, new LEYLAND Octopus long-wheelbase double-drive chassis-cab. Box CM5426, care of "The Commercial Motor." 859-493

MORRIS

STEWART AND ARDERN, LTD.

LONDON DISTRIBUTORS OF

MORRIS-COMMERCIAL.

MORRIS-COMMERCIAL HOUSE, QUEENSBURY ROAD,

NORTH CIRCULAR ROAD, WEMBLEY, MIDDLESEX.

Alperton 2121.

AND AT

ACTON, STAINES, HARROW, GOLDFERS GREEN, TOTTENHAM, DALSTON, ILFORD, SOUTHEND, CATFORD, CROYDON, SUTTON. 859-636

LD1 1-ton diesel van, list price.

CENTRAL GARAGE (CHURCH STRETTON), LTD., Burway Rd., Church Stretton, Shropshire. 859-147

5-TON diesel long-wheelbase drop-side truck.

3-TON forward-control (FG) diesel long-wheelbase drop-side truck.

HERWIN, CANNY AND CO., LTD., Woolwich 8161-859-184

10-12-cwt. van.

NEW Atlas 10-12-cwt. van.

HERWIN CANNY AND CO., LTD., Woolwich 8161-859-184

After 7 p.m. phone Longfield 2524.

STANDARD 10-12 Atlas van, immediate delivery. 859-174

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New Goods Vehicles (contd.)

A RNOT'S GARAGES (DUNDEE), LTD.
OFFER:

MORRIS 7-ton long-wheelbase drop-side.

MORRIS front end.

MORRIS 5-ton long-wheelbase chassis-cab.

MORRIS PSV model Minibus.

MORRIS J2 van.

MORRIS J2 van with side door.

MORRIS J2 van with slam doors.

MORRIS forward-control 30-cwt. diesel chassis-cab.

MORRIS forward-control 30-cwt. diesel chassis with assembled front end.

FOR your V.O.C. ripley, delivery in the U.K. or abroad, or for Volkswagon Centre, R.

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ARLINGTON MOTOR CO., LTD.
LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE:—
HIGH ROAD, PONDERS END,
ENFIELD, MIDDLESEX.

Howard 1266. PBX.

NEW BEDFORD Duplex SB1 (300-cu.-in. diesel) Super Vega 41-seater coachwork, 8 ft. in. wide, two heaters, walnut casing panels, red seating, immediate delivery painted cream.
NEW BEDFORD Duplex SB3 (petrol engine), Super Vega 41-seater coachwork, 8 ft. wide, glass roof, two heaters, red seating, other extras fitted, immediate delivery, finished cream.
NEW BEDFORD Burlingham SB1 (300-cu.-in. diesel), Super Vega 41-seater coachwork, 8 ft. wide, radio, two heaters, Formica panels and other extras fitted, immediate delivery, in primer.
NEW BEDFORD Plaxton SB1 (300-cu.-in. diesel), special A-type, Comet 41-seater coachwork, 8 ft. wide, glass roof, two heaters, radio, cream and other extras fitted, painted and lettered to instructions, delivery June 17.
NEW BEDFORD Duplex SB3 (350-cu.-in. diesel), Super Vega 41-seater coachwork, 8 ft. wide, built to instructions with extras to choice; choice of two, delivery June 30.

NEW AND USED COACHES.

EX STOCK.

INQUIRIES TO LONDON DEPOT:—
25-27 VAUXHALL BRIDGE ROAD,
LONDON, S.W.1.

Phone, Victoria 6033.

A.E.C.

NEW Duplex Britannia 41-seater, central-entrance coachwork, drum brakes, heaters and other extras fitted, immediate delivery, in primer or painted to instructions, choice of two.
1953 Regal Mark IV, underfloor engine, Yeates Riviera 41-seater full luxury coachwork, divided rear seats, in red leather, cream and other extras fitted, finished red cream, certificate of fitness 1963.
1952 Regal Mark IV, underfloor engine, Burlingham 39-seater full luxury coachwork, upholstered in red moquette, finished ivory and black, very clean, certificate of fitness 1962.
1949 Regal Mark III, 9.6 engine, preselector gearbox, new full-front Yeates Riviera coachwork fitted in 1954, 35-seaters, Perspex quarters, tubular racks, divided-type seats, no bulkhead, painted metallic blue, very clean, choice of two, certificate of fitness 1962.
1948 Regal Mark III, 9.6 engine, mounted with 37-seater Burlingham coachwork, very clean, finished blue, certificate of fitness 1962.

LEYLAND.

NEW Leopard Duplex Britannia 41-seater, central-entrance coachwork, glass roof quarters, heaters and other extras to choice, painted and written for delivery in June, only one.
1950 Comet 33-seater Burlingham coachwork, red seats, finished red and maroon, clean, certificate of fitness May, 1961.

BEDFORD.

1959 41-seater, Burlingham full-luxury 8-ft. coachwork, chassis fitted with 350-cu.-in. Leyland Comet engine, many extras fitted, small mileage, finished green and cream, choice of six, certificate of fitness 1964.
1959 41-seater, Burlingham full-luxury 8-ft. coachwork, 300-cu.-in. diesel engine fitted, many extras, small mileage, finished green, choice of six, certificate of fitness 1966.
1957 41-seater, Burlingham full-luxury coachwork, 8 ft. wide, heaters and other extras fitted, red upholstery, finished cream and red, certificates of fitness 1964.
1956 41-seater, Duplex Super Vega coachwork, 8 ft. wide, fitted with heaters, Formica panels, autumn tint moquette, and other extras, finished cream and brown, certificate of fitness 1961.
1956 36-seater, Burlingham full-luxury coachwork, upholstered in red moquette, heaters and other extras fitted, finished blue and cream, certificate of fitness 1961.
1955 36-seater, Burlingham full-luxury coachwork, upholstered in red moquette, heaters and other extras, finished blue and cream, new certificate of fitness issued until April, 1964.
1954 Plaxton 38-seater, coachwork, glass roof quarters, red seats, racks and other extras fitted, finished cream and brown, certificate of fitness 1964.
1954 38-seater, Duplex Super Vega coachwork, red moquette, finished two shades of blue, certificate of fitness 1964.
1953 36-seater, Harrington coachwork, incorporating dorsal fin, upholstered in red moquette, finished green and cream, in exceptional clean condition throughout, certificate of fitness 1964.
1952 36-seater, Vega coachwork, upholstered in green moquette, finished green and cream, certificate of fitness 1962.
1952 35-seater, Guy-Nutting coachwork, autumn tint moquette, lift-up roof vents, repainted ivory with black flannelette, finished in clean condition, choice of three, certificate of fitness 1962.
1952 33-seater, Duplex Vega coachwork, autumn tint moquette, finished red and cream, certificate of fitness 1962.

LONDON:—

25-27 VAUXHALL BRIDGE ROAD, VICTORIA,
S.W.1.

Phone, Vic 6033.

CARDIFF:—

DUMBALLS ROAD, CARDIFF.
Phone, Cardiff 30641.

SUDSBURY, SUFFOLK:—

CORNARD ROAD, SUDSBURY, SUFFOLK.
Phone, Sudbury 2301.

859-365

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STANLEY HUGHES AND CO., LTD.
LODGE GARAGE, WHITEHALL ROAD,
GOMERSAL, NR. LEEDS.
Phone, Bradford 681144-9.

IMMEDIATE DELIVERY FROM STOCK.

NEW BEDFORD SB1, 41-seater Burlingham.
NEW BEDFORD SB1, 41-seater Duplex.
NEW FORD Trader, 41-seater Burlingham.
NEW FORD Trader, 41-seater Duplex.

SLASHING REDUCTIONS.

USED COACHES.

1955 A.E.C. Reliance, 41-seater Plaxton, immaculate, many extras, one owner.
1954 A.E.C. Mark IV, 41-seater Plaxton, red interior, fitted with many extras, immaculate, one owner.
1952 A.E.C. 41-seater Mark IV, Plaxton.

1959 BEDFORD SB1 off-set, fitted 41-seater Burlingham body; choice of two.
1956 BEDFORD SB1, 41-seater Duplex.

1955 BEDFORD fitted with Eaton 2-speed, Strachans 24 luxury seats, Continental body, immaculate condition.

1954 BEDFORD fitted Yeates Europa 36-seater body, R6 Mark I engine, immaculate condition.

1954 BEDFORD, 37-seater Burlingham, £1,475.

1952 BEDFORD, 33-seater Plaxton, red interior, maroon and red exterior.

1952 BEDFORD fitted 35-seater Gurney Nutting body, £1,000.

1951 BEDFORD 33-seaters, fitted Plaxton and Duplex bodies, immaculate condition, choice of five.

1951 BEDFORD, 33-seater Duplex, red and cream, nice condition, £850.

1951 BEDFORD, 33-seater Duplex, repainted turquoise and cream.

1950 BEDFORD 29-seaters, Just certified, £550 each.

1955 COMMER, fitted 41-seater Duplex body, just certified for five years.

1955 MAUDSLAY, 27 luxury armchair seats, £951.

1949 COMMER, 33-seater Harrington body, underfloor £555.

1952 BEDFORD, 32-seater, 2-stroke, fitted 43-seater Bellhouse Harrington body, just been certified.

1952 FODEN 6L.W. rear engine, fitted Seagull 37-seater body, immaculate condition, £1,250.

1951 FODEN 2-stroke 39-seater, first-class condition, just certified, £1,000.

1946 GUY double-deckers, 56-seater Park Royal bodies, 3LW and 6L.W., certificate of fitness to late 1961, choice of four, £275 each.

1952 LEYLAND Royal Tiger, fitted 41-seater Santus body, all brakes, certificate of fitness to 1963, £1,250.

1950 LEYLAND PS2, fitted new 35-seater bodies in 1953, just been certified for four years, choice of two.

1950 LEYLAND PS1, fitted 33-seater Duplex Ambassador body.

1950 MAUDSLAY 33-seater, just been certified, £650.

1952 TILLING-STEVENS 39-seater, Duplex service bus.

1952 A number of PS1, A.E.C., etc., half-cabs, prices ranging from £175 each, with good certificates of fitness.

A Large number of vehicles for travelling shops.

A LL types of engines, gearboxes and axles for passenger vehicles.

PART-EXCHANGES.

HIRE-PURCHASE.

NIGHT PHONE, CLECKHEATON 2461-62.

MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866.

859-503

LES G LEAVE, LTD.

FOURWAYS GARAGE,

ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

NEW 1960 FORD Burlingham 41-seaters.

1957 BEDFORD Duplex 41-seater.

1955 BEDFORD Plaxton 38-seater.

1952 BEDFORD 37-seater.

1950 BEDFORD Vistas.

1955 BEDFORD Burlingham 36-seater.

1951 A.E.C. Winover 39-seater.

1956 COMMER 41-seater Duplex.

1954 BEDFORD 36-seater Duplex.

1952 BEDFORD 33-seater Duplex.

1946 30-seater and 32-seater (choice of two) service bus.

1949 LEYLAND PS1 32-seater service bus, certificate of fitness November, 1963.

1949 A.E.C. 32-seater service bus.

ONE LEYLAND high-bridge double-deck service bus.

VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

LES G LEAVE, LTD.

FOURWAYS GARAGE,

ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

AFTER 8 P.M. PHONE SANDPACH 881 OR

SWINTON 2932.

859-293

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.
COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE, FARNHAM,
SURREY.

Phone, Farnham 4626-7 and 3227. 8 a.m. to 6 p.m.
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WE INVITE YOU TO OUR FARNHAM COACH SHOWROOMS TO EXAMINE OUR SELECTION OF

FIRST-CLASS USED COACHES

WHICH WE CONFIDENTLY CLAIM TO BE THE FINEST IN THE SOUTH.

NEW BEDFORD SB1 off-set, 41-seater body.

1959 BEDFORD, petrol, 41-seater body, grey-red exterior, Formica sides, certificate of fitness 1966, £3,300.

1959 BEDFORD, petrol, 41-seater body, grey-red exterior, Formica sides, certificate of fitness 1965, £3,100.

1958 BEDFORD, petrol, 41-seater body, grey-red exterior, Formica sides, certificate of fitness 1965, £3,100.

1958 BEDFORD, diesel, Burlingham 41-seater body, red interior, fawn-brown exterior, certificate of fitness 1965, very clean, £3,100.

1957 BEDFORD, petrol, 41-seater body, Continental coach, cream and maroon tint interior, yellow-fawn exterior, immaculate, £3,000.

1957 BEDFORD, petrol, 41-seater body, red interior, red-grey exterior, heaters, £2,850.

1956 BEDFORD, petrol, Burlingham 41-seater, red interior, red-cream exterior, certificate of fitness 1961, £2,575.

1955 BEDFORD Yeates 36-seater, red interior, red cream exterior, certificate of fitness 1965, £2,100.

1955 BEDFORD Duplex 36-seater, cream and maroon exterior, autumn interior, £2,400.

1954 BEDFORD, petrol, Duplex Super Vega, glass roof, cream and maroon tint exterior, maroon-tinted interior, certificate of fitness April, 1963, £1,950.

1953 A.E.C. 35-seater, Burlingham 35-seater and courier, autumn interior, blue exterior, attractive vehicle.

1953 A.E.C. 35-seater, Burlingham 35-seater, cream and maroon roof and white exterior, choice of two, extras include hydraulic and width markings.

1952 BEDFORD, cream seating, double door condition to 1965.

1950 BEDFORD, cream seating, double door condition to 1964, been recently repaired, modernized and fitted with first-class example.

1950 A.E.C. 35-seater, Burlingham 35-seater, cream and maroon roof and white exterior, choice of two, extras include hydraulic and width markings.

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1950 A.E.C. 35-seater, Burlingham 35-seater, cream and maroon roof and white exterior, choice of two, extras include hydraulic and width markings.

Used Passenger Vehicles (contd.)

FRANK COWLEY

200

BUSES AND COACHES ACTUALLY IN STOCK,
READY FOR IMMEDIATE SERVICE.

1951 LEYLAND PDI, full front, fully enclosed with sliding front entrance, high bridge double-deckers, one for genuine and NOT re-bridge vehicles, all certified, £595 each.
1947 A.E.C. double-decker, bodily and mechanically as new, certified and ready to go into immediate service, £2,000.
1951 CROSSEY double-decker, all metal body with A.E.C. 7.7 diesel engine, certified and ready for service, £375.
1946 44-seat GUY double-deckers, all with Gardner engines and ready for immediate service, £295 each.

BRISTOL low-bridge double-deckers, all with Gardner diesel engines and almost new bodies, immaculate throughout, £595 each.
1950 BRISTOL 33-seater coaches, Gardner 5LW 1949 diesel and 5-speed gear boxes, a very lovely fleet of coaches, £3,000 each.
1948 LEYLAND PS 32-34-seater buses, all in excellent condition and ready for immediate service, £275 each.
1947-48 BRISTOL 15-seater super service buses, 4-speed power steering, 4W drive, and 5-speed gear boxes, exceptionally clean and in good condition throughout, just into stock, choice of 40, £325 each.
LEYLAND high and low bridge double-deckers, 1949 and 1950 bodies, excellent and very clean throughout, £225 each.

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3 BLACKFRIARS ROAD,

SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048. 859-54

BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.

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NEW FORD Thames Trader 41-seater Duple body, delivery mid-June, one only.
ONE new BEDFORD petrol 41-seater Duple.
1956 COMMER 41-seater Plaxton, radio and heaters, very clean bodywork.
1956 COMMER TS3 41-seater Duple, radio and heaters.
1955 BEDFORD 38-seater Plaxton body, radio, heater, certificate of fitness 1965.
1955 COMMER TS3 38-seater Burlingham, certificate of fitness 1965.
1954 BEDFORD 36-seater Plaxton body, heaters, certificate of fitness 1964.
1954 LEYLAND Cub 39-seater Burlingham body, Eaton 2-speed axle, tubular heating, etc., fitted with replacement engine at Leyland works, first-class condition.
1951 BEDFORD 35-seater Duple Vega, fitted with new seats.
WE specialize in part-exchange with the easiest of hire-purchase terms.

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BUSINESS ON SUNDAYS BY APPOINTMENT.

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FOR USED PASSENGER COACHES AVAILABLE
NOW:—

FEBRUARY, 1955, BEDFORD, petrol, Plaxton 36-seater body, radio, reconditioned engine, certificate of fitness 1965, maroon-cream, £2,400.
JUNE, 1952, BEDFORD, full-front Duple 33-seater body, certificate of fitness 1963, maroon-cream, £1,400.
1951 LEYLAND Royal Tiger, Bellhouse Hartwell 41-seater body, certificate of fitness 1961, red-cream, £1,100.
BEDFORD, 41-seater Plaxton body June, 1956, radio, armrests, headrests, certificate of fitness June, 1961, cream-blue, £2,600.
1955 BEDFORD, petrol, 36-seater Duple body, heater, radio, speech amplifier, side domes, armrests, certificate of fitness February, 1965, black-green, £2,450.
1958 BEDFORD, Plaxton 41-seater with petrol engine, side domes, radio, speech amplifier, heater, certificate of fitness 1965, maroon-grey, £3,150.
NEW Thames Trader 41-seater Duple, available late June.

FOR FULL DETAILS CONTACT
MR. H. BARNES.

H. AND J. Q. UICK, LTD.

660 CHESTER ROAD, OLD TRAFFORD,
MANCHESTER, 16.

Phone, Trafford Park 2201 (10 lines). 859-733

J. W. FIELDSEND, LTD.

1957 COMMER TS3 41-seater Plaxton.
1957 TS3 41-seater Duple.
1953 CROSSEY 37-seater Churchill.
1953 LEYLAND Royal Tiger 41-seater.
CROSS LANE, Salford. Phone, Pendleton 5331.

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Used Passenger Vehicles (contd.)

SAVILLE MOTOR SALES, LTD.
STRATFORD-ON-AVON.

Phone, Stratford-on-Avon 4242 (15 lines).
And on Saturday afternoons 4005.

1953 BEDFORD petrol Duple Vega 37-seater and courier, radio, heater, clock, blinkers, spot lamp, seven tyres as new, certificate of fitness 1963, maroon, very clean.
1952 FODEN rear end TS, fitted with special 33-seater Continental body with quarter and canopy lights, Continental step, dual heaters, demisters, and Chapman-type adjustable reclining seating, finished cream and black, green interior, must be seen to be appreciated, certificate of fitness 1962.

1951, Vega, Formica panels to waist, heater, high-back seats, cream, very clean.
1951 BEDFORD petrol Plaxton 33-seater, radio, cream and brown, certificate of fitness September 1961.
1951 clean and mechanically good, finished green and black, green interior, certificate of fitness 1961.

1949 BEDFORD petrol 29-seater, very clean throughout, certificate of fitness 1964.

HIRE-PURCHASE. PART-EXCHANGE.

ALSO AT:
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MONMOUTH.

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FORD THAMES.
THE MOTOR DEPOT.
158 WALSGRAVE ROAD,
COVENTRY.

PHONE: DAY 53732; NIGHT 68503.

SEVERAL CHASSIS ARE NOW BEING BODIED WITH
41-S SEATER DUPLE YEOMAN.

GIVE US YOUR FINISHING INSTRUCTIONS NOW
FOR EARLY DELIVERY.

1957 41-seater BEDFORD Duple.
1957 37-seater BEDFORD Burlingham.

1957 37-seater BEDFORD Burlingham.

1954 36-seater BEDFORD Duple.
1954 41-seater LEYLAND Burlingham.

1952 35-seater BEDFORD Duple.
GOOD allowance on part-exchanges. H.P. terms. 859-246

CHARLES COPPOCK, LTD.
SERVICES BUSES.

THE GARAGE,
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

SPECIAL.

1951 DAIMLER Free-line Duple all-metal bus body, Gardner oil engine, 39-seater, 6LW, accommodation 28 persons, automatic controlled doors front and rear, one owner since new, certified June, 1961.
1949 A.E.C. MK. III, 9.6-litre oil engine, full-fronted coachwork by Beccal, 33 luxury seats, choice of two, both with certificate of fitness 1963.

1948 A.E.C. MK. III, 9.6-litre oil engine, pre-selector gearbox, half-cab Windover 33-seater, pre-certified June, 1961, price £275.

1946 Eastern Coachworks bodies, rear entrance, 10 now available, cheap to clear.

PARES. See our advertisement in Spare Parts and Supplies.

PHONE, SALE 5633.
GRAMS, "BUSUNITS." 859-52

SILVER LINE MOTORS,

VAUXHALL AND BEDFORD MAIN DEALERS.

1952 BEDFORD Duple Vega 33-seater, certificate of fitness 1962, £1,530.

1952 FODEN 39-seater Windover coachwork, certificate of fitness 1962, radio, heaters, full luxury seats, red and cream, recent new MK. III engines, £1,400.

1949 COMMER Avenger, 33 high-backed seats, certificate of fitness December, 1962, £300.

SEVERAL 29-seater, suitable for contractors or conversions, from £100.

NEW BEDFORD SBI Duple (300-cu.in. diesel engine),

fully fitted heaters, roof quarters, tubular racks, walnut cabin panels, radio and speech, red moquette, exterior finish to requirements.

SILVER LINE MOTORS,
MOORLANDS,
WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494. 859-433

TAYLORS (GLOUCESTER), LTD.
WORCESTER STREET,
GLOUCESTER.

Phone, Gloucester 22228.

1957 BEDFORD Duple 41-seater, radio, heaters, 41-seater, red interior, £2,600.

1956 BEDFORD Birmingham 41-seater, radio, heater, very nice vehicle, blue-grey, unlettered, £2,575.

1952 BEDFORD Plaxton 31-seater, radio, heaters, certificate of fitness 1962.

1951 BEDFORD 33-seater Duple, must be sold.

ALSO selection of 29-seater, petrol and diesel, certified of fitness, very cheap.

PHONE, Gloucester 22228.

Used Passenger Vehicles (contd.)

W. S. YEATES, LTD.
DERBY ROAD, LOUGHBOROUGH.

Phone 4321.

ANY time any day—you are always welcome to look. Every type of coach now in stock, including 41-seater, 36-seater, medium capacity, Bedfords and Vistas. Diesel engined coaches from 41-seaters to contract half-cabs to stock.

A SECONDHAND luxury coach from Yeates is based after sales service second to none.

Please write for a full descriptive list of coaches now available.

NEW COACHES AVAILABLE FOR EARLY
DELIVERY.

FOR PERSONAL FRIENDLY ATTENTION AND
SERVICE.

WRITE, PHONE OR CALL:
Phone, Loughborough 4321.

W. S. YEATES, LTD.
DERBY ROAD,
LOUGHBOROUGH.

859-1

MILL HILL MOTORS,
33 ST. MARY'S ROAD,
MARKET HARBOROUGH.

PHONE: DAY AND NIGHT, COVENTRY 68503.
LONDON AGENT: DAY, GRAYS THURROCK 2830;
NIGHT, HORNCURCH 47457.

1960

41-S SEATER THAMES DUPLE COACHES
AVAILABLE FOR IMMEDIATE DELIVERY.
DEMONSTRATION COACH SEEN BY
APPOINTMENT.

1957 37-seater Burlingham.

1952 LEYLAND Royal Tiger 39-seater.

SEVERAL 29-seater BEDFORD Vistas, 1948 onwards, and 33-36-seater diesels, suitable for service work.
PART-EXCHANGES and 3-4-year H.P. available.

859-46

PERCY D. SLEEMAN, LTD.
LONDON COMMER DEALERS.

1951 A.E.C. MK. IV, 41-seater Burlingham Seaford body, heaters, red interior; also 39-seater, maroon interior, certificate of fitness 1961.

1951 LEYLAND Royal Tiger, radio, brakes, 41-seater, maroon, coachwork, red interior, certificate of fitness 1961.

1948 LEYLAND PS1, 33-seater coach bodies, £1,000, heaters, certificate of fitness 1963; choice of several.

ALSO a number of BEDFORD Vistas suitable for travelling shops.

38 UXBRIDGE ROAD,
EALING, W.5.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081. 859-437

BEDFORDS, July, 1959, diesels, 41-seater Duple Super Vega, £3,500.

BEDFORD, 1953, 35-seater Duple, £1,500.

LEYLAND PS1s, full-fronted 35-seater Duples, £1,500.

VULCAN F6 full-fronted 29-seater, £325.

STOCKLAND GARAGE, LTD.
MARSH HILL, ERDINGTON,
BIRMINGHAM, 23.

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BIRD'S COMMERCIAL MOTORS, LTD.
BIRMINGHAM ROAD,
STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicks".

73 A.E.C. double-deck buses, fitted, 9.6 engines and 12 full brakes, very good condition.

10 DAIMLER double-deck buses, very good condition.

FURTHER PARTICULARS AND PRICES ON
APPLICATION. 859-14

PEARL GARAGES, LTD.

A.E.C. 9.6 33-seater, full-fronted, 1950, certificate of fitness to 1963, £550.

DENNIS Lance III, 35-seater Duple bodies, 1947-61, certificate of fitness to 1963, from £350.

UTICA 12-seater, 1947-50, certificate of fitness to 1963, choice of two from £550.

ALL ready for immediate service.

37 SOUTH EALING RD., London, W.5. Ealing 9016. 859-171

BEDFORD 41-seater Duple Super Vega, £2,750.

1957 BEDFORD 38-seater Duple Vista, £1,950.

BEDFORD 29-seater Duple Vista, high-back, £1,500.

1950 COMMER, 33-seater, maroon, full-front, £1,000.

1950 CONWAY HUNT LTD., Brox Rd., Otershaw. Phone 859-441.

GAZELLE HUNT LTD., Brox Rd., Otershaw. Phone 859-441.

Used Passeng...

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AVAILABLE now, new 1960 THAMES Duple 41-seater, 2-seater roof lights, top sliding windows, 2-speed axle, interior, blue, walnut, cream exterior. Lamberts of Kingston, Ltd. Phone, Kingston 3171; after 5 p.m. 859-367

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REQUIRING mobile butchers' shop, must be in good mechanical condition and not earlier than 1957 manufacture. Full details, London and Welsh Transport Service, Ltd., Godfrey St., Cardiff. 859-149

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TANKERS, tankers, frameless artics, and independent tanker trailers, all types. Also a large number of milk and whey tankers. Bridge Motors (Commercial), Ltd., Station Garage, Gloucester, Gloucester. 859-2343.

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1955 DODGE fitted with 7-yd. body, Perkins P6 diesel engine and 2-speed axle, good running order. £422. Forster, 10-tonne petrol engine, excellent condition, very little used. £170. L. W. Vass, Ltd., Amthill, Bedford. Amthill 3255. 859-987

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1955 ATKINSON 9-ton tipper, 4-wheeler, 48-in. five-body, vehicle in outstanding condition, mechanically, body, cab, perfect, tyres new, autolubrication, a perfect specimen. Box CM5818, care of "The Commercial Motor." 859-6039

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CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2301.

DUMBALLS ROAD, CARDIFF, GLAMORGAN.

Phone, Cardiff 30641. 859-450

1955 A.E.C. Mammoth Majors (two) with 22-cu.-yd. tipping bodies, 16-ft. 9-in. wheelbase. FODEN 7-ton Type FG-6-24 with 22-cu.-yd. alloy tipping body.

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1957 COMMER TS3 short-wheelbase tipper. Pilot gear and drop-side body, perfect condition. £850. Bal 6060. 859-197

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1959 Guy 8-wheel tipper, 6L.W. alloy body. £3,650; 1957 Atkinson 8-wheel tipper, 6L.W. air brakes. £2,595. Box CM5917, care of "The Commercial Motor." 859-6231

1959 COMMER 1959. TS3 short-wheelbase tippers, choice of three low-mileage machines. Telehoist underfloor gear, 20 tyres, in new condition, must be seen to be appreciated.

FODEN 12-cu.-yd. 8-wheeled tipper, rebuilt in 1955. Late-type cab, good tyres all round, double-drive, a very sound vehicle and ready for a lot more work.

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1950 FODEN 8-wheel tipper, 6L.W. double drive, 20-cu.-yd. steel body (22 cu. yds. with extensions for coal and coke). Pilot gear, 36 x 8 tyres.

1954 SEDDON 5L, fitted with P6. 14-ft. double-drop-side tipper body, steel lined floor (7 cu. yds.). Edbro gear, 36 x 8 tyres, extensions for coal and coke. Ward, The Green, Harrow, Bedford. Phone, Harrold 370, 306. 859-360

1954 FODEN Octopus, first registered 1955, new 19-ft. 6-in. drop sides, good first-class vehicle, heater, radiator blind, etc., any tri-axle offers.

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1954 A model BEDFORD 5-ton tipper, very good engine, tyres good, £275. 11 Prescott Rd., Clapham, S.W.4. Mac 2264. 859-203

A Selection of 1957 and 1958 B.M.C. special low-maintenance condition throughout.

TWO GATES GARAGES, Oxford Rd., Ryton-on-Dunsmore. Phone, Toll Bar 3361. 859-450

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3 And 6-ton Scammell mechanical horse tractor units, £45 each. Meadoway Spares, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 859-114

1955 FORD Threshing tractor with Perkins engine, sack loader, low mileage, one owner, excellent condition. £550. Church Road Motors, Hadleigh, Essex. Phone 57271 (six lines). 859-203

1956 BEDFORD 10-ton tractor unit, fitted with brand-new 6-cylinder engine, tyres, cab, etc. £500. Musket Bros., Ltd., Hinckley 298. 859-203

UNPOWER 4-wheel-drive forestry tractor, Gardner GLW engine, fitted heavy duty winch and anchor. Swaffling, Saxonbury. Phone, Rendham 2226. 859-203

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Mr. D. Holt, Sub-Area Manager,

MIDLANDS ELECTRICITY BOARD,

83 DARLINGTON STREET,
WOLVERHAMPTON.F. W. CATER,
Secretary.

859-102

M.J. Mech.E., etc., on
all branch offices and
agents, etc., write for leaf
let, 725, 29 Wright's
222-812manager required for
the south. Must be
able and handles easily
including part-exchange
commission, pension scheme
group 30-40 and fees
also place of drive
and remuneration. This is
care organization. Motor
589-864manager required by
opportunity for exper-
ience and capable of
Manager, Stour Valley
589-869OR BODIES,
AKS.

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composite bus and
steel

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with full details
available, to:-

NAGER.

859-41

Vauxhall-Bedford
offers unlimited
etc. Box Clegg,
859-14charge of fleet of 40 A
cluding London truck
details of experience
Lid., Waltham, Element
859-5D., require both train-
ers at Stour Valley
factory pension scheme
ence to 128 Wellington
859-4

TRAFFIC Clerk for hauliers busy office. Central London; must have ability to handle customers personally and on telephone and be experienced in all necessary forms and records; knowledge of accident claim procedure an advantage; 53-day week. Please write with details age, ability, experience and salary required to Box CM595, care of "The Commercial Motor."

SALES manager, commercial vehicles required by Austin distributor in mid-Kent. Spacious opportunity for man with drive and initiative. Apply Sales Director, Austin's, Ltd., Stone St., Maidstone. 859-392

TRANSPORT MANAGER.

W. VINCENT VALE AND CO.,
16 WATERLOO ROAD,
WOLVERHAMPTON. 859-225

Fully experienced man required for busy Road Haulage Company in West Midlands operating up to 20 vehicles mostly with A licences. Must be a sound disciplinarian and some established trade connections would be an advantage. Remuneration will vary with results achieved but will not be less than £1,000 p.m. This is a challenging opportunity for a man of drive and ability with young youth and energy on his side.

Write in the first instance in strict confidence, giving full particulars of past and present employments, to:-

W. VINCENT VALE AND CO.,
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EXPERIENCED commercial salesman required by West Country Rootes main dealers. F11 provided. Box CM593, care of "The Commercial Motor." 860-8728

A fully experienced commercial-vehicle salesman is required by main Rootes Group dealer in the Midlands. Applicants must have a thorough knowledge of all aspects of the trade. Some knowledge of vehicle valuations would be an advantage. The position offers excellent scope for the right man, who may eventually take control of the Commercial Sales Department. Write, giving fullest particulars and salary required, to Box CM5819. 859-8702

DEPOT MANAGER.

Depot Manager required by a well-known food manufacturing company for their distribution which operates depots in various locations nationally.

Essential qualifications are a good standard of education, experience in labour control, ability to work on own initiative and adaptability to rapidly changing conditions. Applications should be addressed to the managing director of the retail trade, preferably of food products, covering warehousing and motor vehicle operation. Full training in company methods given. Non-contributory pension, life insurance and profit participation schemes in operation.

Salary according to age and experience.

Please apply with full details of age, education and experience, quoting Ref. D/M, to:-

BOX NO. CM5916,
Care of "The Commercial Motor." 859-376

SALESMAN experienced Commercial for BEDFORD working in the County Surveyor's department, qualifying to obtain permanent position, good salary, bonus, pension scheme for a man requiring satisfactory trade with a family business of Bedford dealers, area E. Essex. Write giving full particulars of past experience to:- Box CM599 care of "The Commercial Motor." 860-8721

ROAD TRANSPORT ENGINEER, fully qualified and experienced in the maintenance of large rigid and articulated vehicles, required by GUINNESS TRANSPORT, Ltd. Based at BIRMINGHAM, N.W.10. Non-contributory pension scheme. Excellent conditions. Applications should be made to the Managing Director.

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or trade, required for road
equipment for road
successor to be
at our works and
consult (London), Ltd.
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Miscellaneous Advertisements (contd.)

BOROUGH OF WATFORD.

BOROUGH ENGINEER'S DEPARTMENT.

APPOINTMENT OF
TRANSPORT SUPERVISOR.

Applications are invited for the above post under the Works Superintendent. Duties include the organization of repair and maintenance of vehicles, plant and machines. Applicants should have had suitable experience including workshop practice.

Salary within Grade APT 1 (£610-£765 per annum). Application forms obtainable from the undersigned, to be returned not later than June 14, 1960.

E. C. SAGE, A.M.I.C.E., M.I.M.E.,
Borough Engineer and
Surveyor.

859-531

ROAD TRANSPORT.

MANAGER required for large depot in Glasgow. Must have initiative, administrative and organizing ability; experience of parcels operation an advantage. Applications, stating salary required, to the Managing Director, Road Services (Forth), Ltd., Burnbank Road, Falkirk. 859-507

FULLY experienced transport clerk to also act as assistant manager. Good prospects for promotion. Modern bungalow available. All applications in writing stating age, experience and salary. Must have references. A. G. Rich, Ltd., Foulsham, Dereham, Norfolk. 859-340

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CITY OF LEICESTER.
PUBLIC CLEANSING DEPARTMENT.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF:-

NINE CARRIER REFUSE COLLECTION VEHICLES.

Particulars are obtainable upon application to, and offers to be submitted to, the DIRECTOR OF PUBLIC CLEANSING, JARVIS STREET, LEICESTER, not later than June 25, 1960. Submissions of tenders to be made in sealed envelopes endorsed "Tender B.C. Vehicles," but not bearing any identification of the sender.

The Council do not bind themselves to accept the lowest or any tender.

COLIN CLEGG,
Director.

Jarvis Street, Leicester. May 24, 1960.

859-12

BOROUGH OF BEXHILL.

TENDERS ARE INVITED FOR THE SUPPLY OF A

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2-3-TON TIPPING LORRY

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EDWARD SMITH,
Town Clerk.

Town Hall, Bexhill-on-Sea.

859-4

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June 3, 1960—THE COMMERCIAL MOTOR 75
(Supplement)

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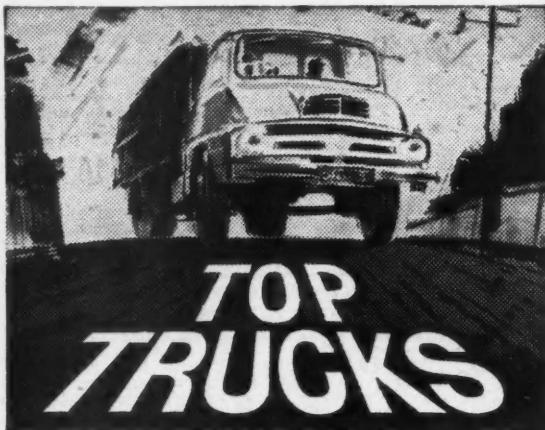
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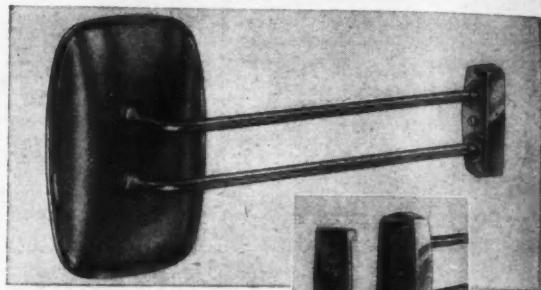
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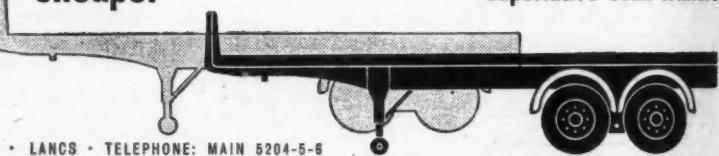
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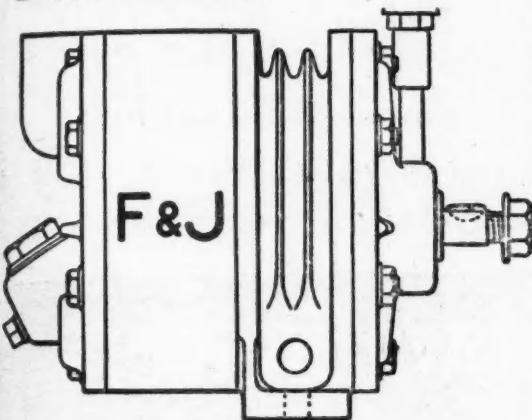
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